

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

■ SEPTEMBER 8 2022 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS

**EXCLUSIVE: READERS' Q&A
WITH ALEXANDER SIMS**



The Formula E race winner and GT ace tackles the MN posers P20

Hamilton furious as Red Bull denies the Briton his first F1 victory of 2022

MAX EDGES CLOSER TO THE CROWN WITH ZANDVOORT GLORY



Max Verstappen claimed home win



Lewis was overtaken late on in the Dutch GP

By Matt James

Mercedes star Lewis Hamilton has apologised to his team after he felt a late strategy blunder by his squad handed Max Verstappen his 10th win of the 2022 Formula 1 season in front of his adoring Netherlands home fans last weekend.

Hamilton was in the lead of the race, but a late safety car period upset the order. While most rivals pitted for fresh rubber during the interruption, the seven-time champion was left out on track and was a sitting duck for the final dash to the finish as those on fresher Pirellis blasted by. Hamilton, who had been on the radio to his team in a potty-mouthed rant, eventually tumbled to fourth spot. Hamilton's team-mate George Russell finished second.

Hamilton said: "I was really hopeful we'd get a 1-2 together as a team but the safety car really didn't help and I was on the edge of breaking point with emotions so my apologies to the team. I just lost it or a second but I think they know there's just so much passion."

Verstappen's win – his fourth on the bounce – has now put him 109 points clear at the top of the standings with seven rounds remaining.

Report, page four
Hamilton anger, page five

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

REPORT

PADDON ROCKS THE BRC WITH VICTORY

Visiting driver bests the
homegrown talent in Wales **p18**



REPORT

THE CHAMPION KEEPS UP PERFECT START

Johan Kristoffersson on top in
World RX clashes **p34**



K
KELSEYmedia
37
9 770027 226295
£3.99



www.rallydesign.co.uk



Our 2020 Motorsport Catalogue NOW AVAILABLE!

ATLAS AXLE PARTS, BLACKLINE

Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears **£495.80** £594.96

SPARES

Spare side gears, 18 tooth **each** £32.50 £39.00
Motorsport plate kit **each** £83.90 £100.68
Wavy plate **each** £16.30 £19.56
Atlas CWP, 3.4, 3.7, 4.6, 5.1 **each** £251.80 £302.16

Atlas axle casing, thick tube, double pinned & breather
Pig's head only

£198.60 £238.32
£165.00 £198.00

Axle end stubs, R/H & L/H thread
Axle locking rings, R/H & L/H thread
Locking ring adjustment tool
Caliper mount brackets, suit AP

pair £49.90 £59.88
pair £21.90 £26.28
£25.50 £30.60
pair £29.50 £35.40

Fully-floating axle kit
£328.60 £394.38

Fully floating hub assembly without shafts
Fully floating axle kit, inc.(2) F/F Hub assemblies plus (2) '4340' halfshafts, 18 tooth (choice of length)
Flange to suit F/F hub kit

pair £218.60 £262.32
£328.60 £394.38
£49.50 £59.40

SPARES

Studs **each** 5.90 £7.08
Seal pack **pack** £13.90 £16.68
Bearing, top quality **each** £38.90 £46.68
770mm '4340' halfshaft, 18 tooth **each** £77.50 £93.00
820mm '4340' halfshaft, 18 tooth **each** £82.50 £99.00

All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications. 4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

266 x 21 'Forest' type discs
FBI 002 disc bells
Halfshaft flange, not F/F, suit std. axle

pair £159.00 £190.80
pair £51.00 £61.20
each £59.50 £71.40

ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps)
Available 18 tooth (mates with semi-floating conversion kit)
Available 22 tooth (mates with std. halfshaft)
Spare plate kit
Spare side gears, 18 or 22 tooth (please state)
English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3
Spare side bearing, top quality
Crush washer
Crown wheel bearing
Pinion bearing
Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth
English axle weld-on brace ring
Special 10mm axle brace, English axle
SPARES
Semi-floating hub assembly (less bearing)
Bearing '4340'
Halfshaft, suit semi-floating kit
Flange, not semi-floating, suit std. axle
Flange, Group 1 type
Brake disc, 265 x 10

£395.80 £474.96
£395.80 £474.96
£39.50 £47.40
£32.50 £39.00
£231.50 £277.80
£19.90 £23.88
£5.90 £7.08
£9.90 £11.88
£14.90 £17.88
£443.80 £532.56
£39.90 £47.88
£99.50 £119.40
each £144.40 £173.28
£48.90 £59.76
£77.50 £93.00
£59.50 £71.40
£59.50 £71.40
each £34.50 £41.40

HELICAL LSDs, BLACKLINE

English axle, Caterham, 22 spline **£324.00** £388.80
Atlas axle, 16 spline **£354.00** £424.80
Ford FWD - Escort, Fiesta, Focus, KA, Orion, Puma (BC/185 trans) **£399.00** £478.80
Sierra 7", Caterham **£399.00** £478.80
Focus ST170, Mini Cooper 'S' (6-speed Getrag box) **£399.00** £478.80
Mazda MX5 (94-05) **£399.00** £478.80

TRANSMISSION PARTS, BLACKLINE

4-speed bearing type gearlever **£38.50** £46.20
5-speed bearing type gearlever **£40.50** £48.60
5-speed quickshift conversion kit **£13.50** £16.20
M10 ally 'Pro' gearknob **£14.90** £17.88
M10 white or black nylon gearknob **£12.50** £15.00
Propshaft, Type 9 - English or Atlas axle **£89.50** £107.40



Wilwood brakes kits from
£299.51 £359.41

ESCORT BRAKING PARTS

Wilwood brakes kit, 265x10, Powerlite caliper **£299.51** £359.41
Wilwood brakes kit, 247x20, Midilite caliper **£468.49** £562.19
Wilwood brakes kit, 285x21, Midilite caliper **£571.40** £685.68
Balance bar pedal box, cable clutch **£189.50** £227.40
Balance bar pedal box, hydraulic clutch **£215.00** £258.00
RMD master cylinders **from** £21.50 £25.80
Wilwood master cylinders **from** £29.50 £35.40
Wilwood proportioning valve, knob **£42.50** £51.00
Wilwood proportioning valve, lever **£57.50** £69.00
Blackline 'swaged' stainless brake lines, 3-line **£29.74** £35.69
Classic Ford wheels 6x13 **£69.00** £82.80
7x13 **£76.00** £91.20
8x13 **£87.50** £105.00
8x15 **£99.00** £118.80

Classic Ford wheels from
£69.00 £82.80

Poly' bump stops, top axle mounting **pair** £8.12 £9.75
Escort 11/1300 front springs, 145-220lbs **pair** £33.80 £40.56
Escort RS front springs, 145-220lbs **pair** £33.80 £40.56
1.9" & 2.25" coil springs, 20,000 in stock! **from** £15.90 £19.08
Adjustable spring seat kit **£24.50** £29.40
Helper spring adaptor, 2.25"-2.25" **£10.50** £12.60
Gaz, adjustable front shocks **£67.60** £81.12
Gaz, adjustable (3-way) front shocks **£299.50** £359.40
Gaz, adjustable rear shocks **£65.00** £78.00
Quick steering racks **£119.50** £143.40
RH 2:9 ratio **£139.50** £167.40
RH 2:4 ratio **£149.50** £179.40
LH 2:4 ratio

H/duty quick steering racks

£174.50 £209.40
£204.50 £245.40
£184.50 £225.40
£214.50 £257.40
£16.80 £20.16
£49.50 £59.40
£9.50 £11.40
£49.60 £59.52

OEM style steering rack mounts
Roller bearing top mount - spherical bearing, each
Roller bearing top mount - roller bearing, each
Roller bearing plastic dust covers, pair
Spherical bearing race type top mounts, pair

TCA's 'Pattern' style **pair** £36.50 £43.80
TCA's 'OEM' style **pair** £63.50 £76.20
TCA bush insertion tool **£14.90** £17.88
Twin cam anti-roll bar **£59.50** £71.40
Anti-dive kit **£31.00** £37.20
World cup X-member **£106.50** £127.80
World cup mounts **£28.50** £34.20
RS2000 track rod ends **£10.50** £12.60
Group 4 style all steel U/J coupling **£19.80** £23.76
4-link kit **£119.50** £143.40
Heavy duty 4-link kit **£185.00** £222.00
Group 4 round turret kit **£65.00** £78.00
Mk1 spring shackles **£17.00** £20.40
Mk2 spring shackles **£23.50** £28.20
OEM Escort RS struts **£96.95** £116.34
Group 4 spec. front RS struts **£128.00** £153.60
Escort RS stub axles **£130.00** £156.00
RS steering arms **£69.50** £83.40
Heavy duty steering arms, gusseted **£79.50** £95.40
Quick fit steering arm kit **£9.60** £11.52
Ally hubs - standard or Group 4 **£49.50** £59.40
Stub axle hardware kit **£10.90** £13.08
Watts linkage kit **£199.50** £239.40
Taper leaf springs, 146lb rate **£49.50** £59.40
Ally tube strut brace, round tube **£44.90** £53.88
Work style 60mm oval tube strut brace **£51.50** £61.80
Rear lamp protectors **£12.90** £15.48
Chassis mounted sump guard, wet sump **£137.00** £164.40
Kaylan mudflaps, 4mm (500x300) **£16.50** £19.80
Body jacking kit **£119.50** £143.40
Ford hub nut socket, 3/4"D, 65mm **£13.90** £16.68

OEM TCA's
£63.50
£76.20

pair £36.50 £43.80
pair £63.50 £76.20
£14.90 £17.88
£59.50 £71.40
£31.00 £37.20
£106.50 £127.80
£28.50 £34.20
£10.50 £12.60
£19.80 £23.76
£119.50 £143.40
£185.00 £222.00
£65.00 £78.00
£17.00 £20.40
£23.50 £28.20
£96.95 £116.34
£128.00 £153.60
£130.00 £156.00
£69.50 £83.40
£79.50 £95.40
£9.60 £11.52
£49.50 £59.40
£10.90 £13.08
£199.50 £239.40
£49.50 £59.40
£44.90 £53.88
£51.50 £61.80
£12.90 £15.48
£137.00 £164.40
£16.50 £19.80
£119.50 £143.40
£13.90 £16.68

kit £65.00 £78.00
car set £17.00 £20.40
car set £23.50 £28.20
each £96.95 £116.34
each £128.00 £153.60
pair £130.00 £156.00
pair £69.50 £83.40
pair £79.50 £95.40
pair £9.60 £11.52
each £49.50 £59.40
each £10.90 £13.08
each £199.50 £239.40
each £49.50 £59.40
each £44.90 £53.88
each £51.50 £61.80
pair £12.90 £15.48
pair £137.00 £164.40
pair £16.50 £19.80
car set £119.50 £143.40
car set £13.90 £16.68

pair £36.50 £43.80
pair £63.50 £76.20
£14.90 £17.88
£59.50 £71.40
£31.00 £37.20
£106.50 £127.80
£28.50 £34.20
£10.50 £12.60
£19.80 £23.76
£119.50 £143.40
£185.00 £222.00
£65.00 £78.00
£17.00 £20.40
£23.50 £28.20
£96.95 £116.34
£128.00 £153.60
£130.00 £156.00
£69.50 £83.40
£79.50 £95.40
£9.60 £11.52
£49.50 £59.40
£10.90 £13.08
£199.50 £239.40
£49.50 £59.40
£44.90 £53.88
£51.50 £61.80
£12.90 £15.48
£137.00 £164.40
£16.50 £19.80
£119.50 £143.40
£13.90 £16.68

pair £36.50 £43.80
pair £63.50 £76.20
£14.90 £17.88
£59.50 £71.40
£31.00 £37.20
£106.50 £127.80
£28.50 £34.20
£10.50 £12.60
£19.80 £23.76
£119.50 £143.40
£185.00 £222.00
£65.00 £78.00
£17.00 £20.40
£23.50 £28.20
£96.95 £116.34
£128.00 £153.60
£130.00 £156.00
£69.50 £83.40
£79.50 £95.40
£9.60 £11.52
£49.50 £59.40
£10.90 £13.08
£199.50 £239.40
£49.50 £59.40
£44.90 £53.88
£51.50 £61.80
£12.90 £15.48
£137.00 £164.40
£16.50 £19.80
£119.50 £143.40
£13.90 £16.68

pair £36.50 £43.80
pair £63.50 £76.20
£14.90 £17.88
£59.50 £71.40
£31.00 £37.20
£106.50 £127.80
£28.50 £34.20
£10.50 £12.60
£19.80 £23.76
£119.50 £143.40
£185.00 £222.00
£65.00 £78.00
£17.00 £20.40
£23.50 £28.20
£96.95 £116.34
£128.00 £153.60
£130.00 £156.00
£69.50 £83.40
£79.50 £95.40
£9.60 £11.52
£49.50 £59.40
£10.90 £13.08
£199.50 £239.40
£49.50 £59.40
£44.90 £53.88
£51.50 £61.80
£12.90 £15.48
£137.00 £164.40
£16.50 £19.80
£119.50 £143.40
£13.90 £16.68

pair £36.50 £43.80
pair £63.50 £76.20
£14.90 £17.88
£59.50 £71.40
£31.00 £37.20
£106.50 £127.80
£28.50 £34.20
£10.50 £12.60
£19.80 £23.76
£119.50 £143.40
£185.00 £222.00
£65.00 £78.00
£17.00 £20.40
£23.50 £28.20
£96.95 £116.34
£128.00 £153.60
£130.00 £156.00
£69.50 £83.40
£79.50 £95.40
£9.60 £11.52
£49.50 £59.40
£10.90 £13.08
£199.50 £239.40
£49.50 £59.40
£44.90 £53.88
£51.50 £61.80
£12.90 £15.48
£137.00 £164.40
£16.50 £19.80
£119.50 £143.40
£13.90 £16.68

pair £36.50 £43.80
pair £63.50 £76.20
£14.90 £17.88
£59.50 £71.40
£31.00 £37.20
£106.50 £127.80
£28.50 £34.20
£10.50 £12.60
£19.80 £23.76
£119.50 £143.40
£185.00 £222.00
£65.00 £78.00
£17.00 £20.40
£23.50 £28.20
£96.95 £116.34
£128.00 £153.60
£130.00 £156.00
£69.50 £83.40
£79.50 £95.40
£9.60 £11.52
£49.50 £59.40
£10.90 £13.08
£199.50 £239.40
£49.50 £59.40
£44.90 £53.88
£51.50 £61.80
£12.90 £15.48
£137.00 £164.40
£16.50 £19.80
£119.50 £143.40
£13.90 £16.68

pair £36.50 £43.80
pair £63.50 £76.20
£14.90 £17.88
£59.50 £71.40
£31.00 £37.20
£106.50 £127.80
£28.50 £34.20
£10.50 £12.60
£19.80 £23.76
£119.50 £143.40
£185.00 £222.00
£65.00 £78.00
£17.00 £20.40
£23.50 £28.20
£96.95 £116.34
£128.00 £153.60
£130.00 £156.00
£69.50 £83.40
£79.50 £95.40
£9.60 £11.52
£49.50 £59.40
£10.90 £13.08
£199.50 £239.40
£49.50 £59.40
£44.90 £53.88
£51.50 £61.80
£12.90 £15.48
£137.00 £164.40
£16.50 £19.80
£119.50 £143.40
£13.90 £16.68

pair £36.50 £43.80
pair £63.50 £76.20
£14.90 £17.88
£59.50 £71.40
£31.00 £37.20
£106.50 £127.80
£28.50 £34.20
£10.50 £12.60
£19.80 £23.76
£119.50 £143.40
£185.00 £222.00
£65.00 £78.00
£17.00 £20.40
£23.50 £28.20
£96.95 £116.34
£128.00 £153.60
£130.00 £156.00
£69.50 £83.40
£79.50 £95.40
£9.60 £11.52
£49.50 £59.40
£10.90 £13.08
£199.50 £239.40
£49.50 £59.40
£44.90 £53.88
£51.50 £61.80
£12.90 £15.48
£137.00 £164.40
£16.50 £19.80
£119.50 £143.40
£13.90 £16.68

pair £36.50 £43.80
pair £63.50 £76.20
£14.90 £17.88
£59.50 £71.40
£31.00 £37.20
£106.50 £127.80
£28.50 £34.20
£10.50 £12.60
£19.80 £23.76
£119.50 £143.40
£185.00 £222.00
£65.00 £78.00
£17.00 £20.40
£23.50 £28.20
£96.95 £116.34
£128.00 £153.60
£130.00 £156.00
£69.50 £83.40
£79.50 £95.40
£9.60 £11.52
£49.50 £59.40
£10.90 £13.08
£199.50 £239.40
£49.50 £59.40
£44.90 £53.88
£51.50 £61.80
£12.90 £15.48
£137.00 £164.40
£16.50 £19.80
£119.50 £143.40
£13.90 £16.68

pair £36.50 £43.80
pair £63.50 £76.20
£14.90 £17.88
£59.50 £71.40
£31.00 £37.20
£106.50 £127.80
£28.50 £34.20
£10.50 £12.60
£19.80 £23.76
£119.50 £143.40
£185.00 £222.00
£65.00 £78.00
£17.00 £20.40
£23.50 £28.20
£96.95 £116.34
£128.00 £153.60
£130.00 £156.00
£69.50 £83.40
£79.50 £95.40
£9.60 £11.52
£49.50 £59.40
£10.90 £13.08
£199.50 £239.40
£49.50 £59.40
£44.90 £53.88
£51.50 £61.80
£12.90 £15

COMMENT

Photo: Motorsport Images, Jakob Ebrey, Mick Walker



There was a party atmosphere all weekend at the Dutch Grand Prix at Zandvoort

WHY SOME FANS NEED AN EDUCATION

The crowds in the grandstand at Zandvoort last weekend only had eyes for one man, and understandably so. And boy, did their darling Max Verstappen deliver. His 10th victory of the year was a tense affair, but it has set him firmly on the right trajectory for his second World title.

The crowd were rapped over the knuckles, metaphorically, on Saturday for the flares which entered the race track during the qualifying session. It was one of the ugly sides to the sport which is, unfortunately, becoming more prevalent.

Remember the nasty reports from the Austrian Grand Prix in July? There too, the crowd was reprimanded for its ill behaviour. It is such an unusual thing for motorsport fans to show themselves in a bad light, but the question remains: why is this becoming more of an issue?

There is no question that Formula 1 is now more popular than ever, no doubt boosted by a certain streaming television channel and its influence. So there are fresh faces coming along to enjoy the sport we all love, and potentially it is these people who are letting the side down. There needs to be a rapid process of educating these fans as to what it expected at a motor racing circuit so that we can all continue to watch motorsport without nervously eyeing who is sitting next to us in the grandstand.

It was an up-and-down race for Mercedes too, with the car performing at a much more competitive level than previously, despite the team bosses incurring the wrath of Lewis Hamilton, who felt a late strategy call had cost him a win. Mercedes boss Toto Wolff was typically diplomatic in his reaction, as you can read on page five.

Elsewhere in this issue, we have a comprehensive report from the latest round of the British Rally Championship from the Ceredigion, where former WRC man Hayden Paddon was the star performer. There is also all the action from the BTRDA and historic championship on the Woodpecker, which was a packed event.

The incumbent of our Q&A hot seat this week is Formula E and GT racer Alexander Sims. The 2008 McLaren Autosport Young Driver of the Year winner is hugely honest in his answers and it is a real insight into the life of a professional racing driver. He has now decided to focus on a GT career, and we wish him all the success he deserves.

Also in this issue, don't forget to get involved with our latest MN poll on the most-missed F1 tracks. The Motul UK-backed survey is on page 15. Make your voice heard now!

Matt James

Editor, Motorsport News
matt.james@kelsey.co.uk



MOTORSPORT NEWS

ISSUE MJ3350 SEPTEMBER 8 2022

IN THIS ISSUE



P4

Max hits a perfect 10
Verstappen tames the dunes in Holland



P18

Paddon seals BRC victory
Hyundai man wows on the Ceredigion Rally

P20
Readers' Q&A:
Alex Sims

Formula E and sportscar racer
tackles the readers' posers



P28

Racing with no
quarter asked

How Team Brit wants to compete on
its own terms for Le Mans success



P30

National express: All the club racing reports

Report: Dutch Grand Prix	4
News: Racing	5
News: Rallying	9
News: Sporting Scene	12
News: Historics	13
MN Poll: Missed F1 tracks	15
Report: Woodpecker BTRDA	16
Report: Woodpecker BHRC	17
Report: Rali Ceredigion BRC	18
Q&A: Alexander Sims	20
Reports: Sporting Scene	27
Feature: Team Brit	28
Reports: National Racing	30
Report: Latvia WRX	34
What's on/readers photos	35

FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P35

FORMULA 1 REPORT: DUTCH GRAND PRIX

Photos: Motorsport Images, Red Bull Content Pool



Hometown hero: Max wins



Verstappen was quick to pounce on leader Hamilton in a late-race restart

RED BULL CONJURES UP A HOME WIN FOR HERO MAX

Strategy played into his hands, but Verstappen was ready to leap. By **James Roberts**



A late tyre swap helped Russell to take second position

F1 RESULTS

Dutch Grand Prix Laps: 72 Distance: 190.504 miles Zandvoort

	DRIVER	TEAM/CAR	TIME
1	Max Verstappen	Red Bull	1h36m42.773s
2	George Russell	Mercedes	+4.071s
3	Charles Leclerc	Ferrari	+10.929s
4	Lewis Hamilton	Mercedes	+13.016s
5	Sergio Perez	Red Bull	+18.168s
6	Fernando Alonso	Alpine-Renault	+18.754s
7	Lando Norris	McLaren-Mercedes	+19.306s
8	Carlos Sainz	Ferrari	+20.916s
9	Esteban Ocon	Alpine-Renault	+21.117s
10	Lance Stroll	Aston Martin-Mercedes	+22.459s

11 Pierre Gasly (AlphaTauri) +27.009s; 12 Alexander Albon (Williams-Mercedes) +30.390s; 13 Mick Schumacher (Haas-Ferrari) +32.995s; 14 Sebastian Vettel (Aston Martin-Mercedes) +36.007s; 15 Kevin Magnussen (Haas-Ferrari) +36.869s; 16 Guanyu Zhou (Alfa Romeo-Ferrari) +37.320s; 17 Daniel Ricciardo (McLaren-Mercedes) +37.764s; 18 Nicholas Latifi (Williams-Mercedes) +1 lap; 19 Valtteri Bottas (Alfa Romeo-Ferrari) 53 laps/engine; 20 Yuki Tsunoda (AlphaTauri) 43 laps/differential. **Drivers' championship:** 1 Verstappen 310; 2 Leclerc 201; 3 Perez 201; 4 Russell 188; 5 Sainz 175; 6 Hamilton 158. **Constructors' championship:** 1 Red Bull 511; 2 Ferrari 376; 3 Mercedes 346; 4 Alpine 125; 5 McLaren 101; 6 Alfa Romeo 51.



A post-race penalty for Sainz helped Alonso to sixth spot

For the thousands of orange T-shirt-wearing Dutch fans crammed into the seaside circuit of Zandvoort, it was another perfect result. Max Verstappen took his 10th victory of the year to extend his championship lead — but he was made to fight for this one.

Holland was Mercedes' most competitive race of 2022 and it came close to upsetting legions of fans in the Orange Army. Over the 72 laps there were a number of critical strategic calls that could have favoured Mercedes — and in particular Lewis Hamilton — but despite all of the incidents that played out, Verstappen was the most likely victor. If anything, Mercedes lost this race in qualifying the day before when Sergio Perez's last-corner spin ruined the laps of Hamilton and George Russell.

When they lined up on the grid, fourth-placed Hamilton and sixth-placed Russell both started on the medium tyre — with a plan to run a one-stop — while the cars ahead of them began the Dutch Grand Prix on the soft tyre. At the first corner Verstappen led from the Ferraris of Charles Leclerc and Carlos Sainz, while Hamilton dived to the inside of the Spaniard, and despite the pair touching at Tarzan, there was no harm done to either. The Mercedes inherited third when Sainz made a late call to switch to the mediums on lap 15. In fact, it was such a tardy decision the Maranello crew didn't have a left-rear tyre ready — and in another unbelievably shambolic display — Sainz was stationary for 12.7 seconds. And it wasn't the team's only pit infraction. Later in the race Sainz was slapped with a five-second penalty for an unsafe release. When leader Verstappen and second-placed Leclerc switched from the soft to the medium tyre, the two Mercedes inherited their places at the front of the field. From lap 19 to 30 Hamilton led and he pitted for the hard tyre to indicate he was on a one-stop.



Ferrari and Leclerc simply didn't have the pace to stay with Red Bull

When he started setting personal bests and fastest laps, Verstappen knew he had a race on his hands. His gap to Hamilton was just under 20s and that started to reduce rapidly. There was a spirited attempt by Perez to slow Hamilton and the British driver lost three seconds trying to pass the second Red Bull on lap 37, but by this stage he had closed the gap to Verstappen to 15 seconds. The Dutchman would need to pit and then attempt to try and pass his rival on-track if he wanted victory. Then the race took its first twist — and for a mysterious reason. On lap 44 the AlphaTauri of Yuki Tsunoda was stationary at the side of the track. Just after a pitstop he was complaining of his tyres not being fitted. His team told him to continue and he came into the pits again for another set of tyres and had his seatbelts tightened. Once on track, he was told to stop. Cue a Virtual Safety Car. Max could now pit and get out ahead of Hamilton. So, Mercedes decided to gamble by putting both its cars onto the mediums. With 22 laps to go it was now Hamilton who had to close a 15.4s gap to catch and pass Max for the win. And it was working, within six laps he'd taken five seconds out of the

Dutchman's lead. Then on lap 55 the race took another turn. Valtteri Bottas pulled off to the side of the track towards Turn 1 having lost engine power. Cue a safety car. Red Bull gambled on losing track position in favour of a better race tyre and pitted Verstappen onto softs. He came out behind both Mercedes in third in the safety car queue. But Russell also wanted softs and convinced his team to pit him, so Verstappen now split the Mercedes before the restart. It meant Hamilton had lost his rear-gunner and he was furious. "That is the biggest **** up," said Hamilton. "I can't believe you guys have ***** me." At the restart Verstappen easily passed Hamilton to take the lead and another famous home win. Lewis then lost positions to his team-mate (despite jinking across to block him on the start-finish straight) and to Leclerc. It was the closest he'd come to victory all year, but ultimately he finished fourth. Yet despite the strategy calls with the VSC and safety car, in reality, Hamilton lost this race in the dying seconds of qualifying — thanks to Perez spinning and ruining his shot at pole...

RACING NEWS



Piastri will join McLaren

PIASTRI SECURES McLAREN DRIVE AFTER DISPUTE SETTLED

After a lengthy dispute, Formula 1’s contract recognition board has determined Oscar Piastri will drive for McLaren in 2023. McLaren and the Alpine team – for which Piastri had been a development driver – were at loggerheads over the 2021 Formula 2 champion, after Alpine initially declared the Australian as its replacement for the departing Fernando Alonso.

The contract recognition board said in its findings: “The only contract to be recognised is the contract between McLaren and Piastri dated July 4 2022. Piastri is entitled to drive for McLaren for the 2023 and 2024 seasons.”

Piastri said: “I’m extremely excited to be making my F1 debut with such a prestigious team as McLaren and I’m very grateful for the opportunity that’s been offered to me.

“The team has a long tradition of giving young talent a chance, and I’m looking forward to working hard alongside [team-mate] Lando [Norris] to push the team towards the front of the grid. I’m focused on preparing for my F1 debut in 2023 and starting my F1 career in papaya.”

Alpine has said that it will announce its full 2023 line-up “in due course”. It is expected that Pierre Gasly will line up alongside Esteban Ocon for the French-owned squad.

PODIUM HELPS MARTINS TO TOP OF F3 TABLE

French driver Victor Martins has moved into the lead of the FIA Formula 3 points with just two races remaining at Monza in Italy this weekend.

The ART Grand Prix driver was second in the feature race at Zandvoort last weekend behind winner Zane Maloney to leapfrog countryman Isack Hadjar in the standings with just the final meeting left. Franco Colapinto completed the podium in the feature race.

Martins had finished seventh in the sprint event on Saturday. That race was won by Caio Collet’s MP Motorsport machine. Juan Manuel Correa, who returned to racing this season after being badly injured in the F2 accident that killed Antonio Hubert at Spa in 2019, claimed his first podium since his comeback with second spot ahead of Briton Zak O’Sullivan.

WOLFF DEFENDS MERC OVER HAMILTON STRATEGY ANGER

Team boss says call not to pit star driver was a gamble to win

Photos: Motorsport Images



Lewis Hamilton was a sitting duck at the end

By Matt James

Mercedes head Toto Wolff says that a gamble to leave Lewis Hamilton on track on older rubber at the end of the Dutch Grand Prix was a roll of the dice to try and win which backfired.

Hamilton slipped from a late lead to fourth position at the flag as others with fresher tyres overtook him, including race winner Max Verstappen and the Briton’s own Mercedes team-mate George Russell.

Late on in the race, Hamilton came on the pits-to-car radio and, in an expletive-laden message, told the

crew that he couldn’t understand why he had not swapped tyres for the dying throes of the 72-lapper.

Wolff said that it was a call from the pitwall in an effort to consolidate Merc’s position at the head of the pack but it had ultimately proved to be its undoing.

Wolff said: “It is highly emotional for the driver, you are that close to be racing for the win and then you’ve been eaten up, so it is clear that every emotion comes out.

“You, as the driver in the cockpit, you are alone and you don’t see what is happening. We discussed at the moment, are we taking risks for the race win? Yes, we are taking risks. He had a tyre that

was five laps old, the medium, holding position was the right thing to do. At the end it didn’t work out for him but I’d rather take the risk to win the race with Lewis rather than finish second and third.”

When he was quizzed as to why Russell was allowed to stop for the preferable softer tyres at the end, Wolff explained: “Lewis was ahead, so you always have a little bit longer with the call [for those behind].

“You can do two things: you can either pit Lewis and lose track position against Verstappen and leave George out screwed, or you can pit both, screwed. So it was worth taking the risk.”



The Dutch fans were in hot water

OFFICIALS WARN FANS AFTER FLARES

Dutch Grand Prix officials had to plead with fans not to take orange flares into the Zandvoort track ahead of the race last weekend as two incidents caused qualifying to be halted.

Thousands of home supporters had packed the venue and took the smoke-emitting devices with them on the qualifying day. Two found their way onto the track during the timed session on Saturday and the action had to be halted as a result.

On Saturday night, the officials issued a statement that read: “All

drivers, Formula One Management, the FIA and the organisation of the Dutch Grand Prix do not tolerate flares, as Max Verstappen himself mentioned in a post-qualification interview. Their use is not allowed and creates very unsafe situations on the track for drivers and other fans.

“The organisation once again appeals to the common sense of all our fans and warns that the use of flares will not be tolerated.”

While flares appeared at the circuit on Sunday, they were not deployed until after the event.

BRITON CHADWICK TO ASSESS US OPTIONS WITH INDY LIGHTS TEST

Two-time W Series title winner Jamie Chadwick will test an Indy Lights car for Andretti Autosport later this month as she is considering her future options.

The Briton, who is on top of 2022’s W Series points table too with four races left to run, will sample the US single-seater at Sebring in Florida on September 21.

A spokesperson for Chadwick told Autosport: “We can confirm Jamie will be participating in an Indy Lights test with

Andretti Autosport this September as she continues to explore a number of driving options for next season. More news will follow in the coming weeks.”

Chadwick has won five of the six W Series races held so far this season and is 75 points clear of Alice Powell in the standings. The next round of the series takes place at the Marina Bay circuit on October 2. The contest ends with a double header in Mexico on October 29-30.



Chadwick could now look to a future racing in the United States

DRUGOVICH NEARS F2 TITLE WITH ANOTHER VICTORY

Brazilian racer Felipe Drugovich has moved to within touching distance of the FIA Formula 2 crown by claiming the feature race victory in Zandvoort last weekend.

The MP Motorsport man kept calm in a dramatic race on Sunday that had been punctuated by a red flag and two safety car periods to claim his fifth victory of the campaign.

Drugovich held off a challenge from Jack Doohan early on. However, Doohan was ruled out when he was involved in contact during one of the safety car periods.

That meant Drugovich led home Richard Verschoor and Ayumu Iwasa completed the podium. Drugovich can now claim the title at Monza this weekend after his main rival Theo Pourchaire’s weekend was ruined by a qualifying accident.

Marcus Armstrong had dominated the sprint race that kicked off the weekend in the Netherlands.

He started on the front row and overtook Clement Novalak away from the start. A late-race safety car bunched the pack up but Hitech GP driver Armstrong held firm for the win. Behind Novolak, Dennis Hauger took third spot.

RACING NEWS

LOGGIE’S BRITISH GT TITLE CONUNDRUM

Ian Loggie could seal British GT’s title a round early at Brands Hatch’s race this weekend but the matter is complicated by the ongoing appeal of the preceding Spa result.

Spa’s results, and the title standings, are provisional as on-the-road winners Nick Halstead and Jamie Stanley’s Fox Motorsport McLaren raced under appeal following a qualifying overboosting issue.

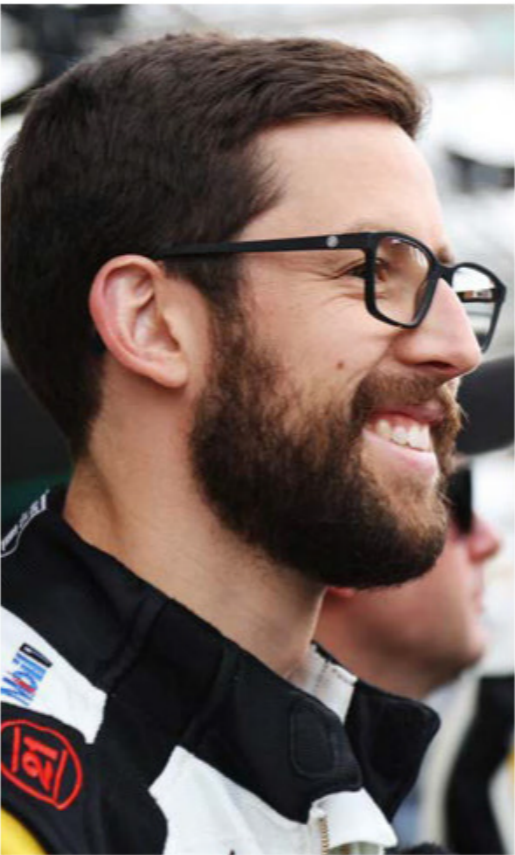
As Motorsport News went to press on Monday, it was unlikely but not impossible that the case could be heard before Brands’ weekend.

In the provisional standings Loggie has a 39-point lead over 2 Seas Mercedes’s James Cottingham/Lewis Williamson next up, with Barwell Lamborghini’s Adam Balon/Sandy Mitchell and Redline’s Alex Malykhin/James Dorlin in close proximity of second place. There are 37.5 points available at Donington Park’s mid-October season finale.

Loggie and Cottingham/Williamson are set for success penalties at Brands, their length depending on the appeal outcome, while Balon/Mitchell could also get a penalty. As at Silverstone earlier this season, Brands’ penalties will be applied retrospectively if the appeal is still outstanding.



Loggie faces title calculations



Sims will do rest of the season



Sims had Z4 BMW success

SIMS MAKES BRITISH GT RETURN
Ex-Formula E competitor will race Century’s GT3 BMW for remainder of season

By Graham Keilloh

Ex-Formula E racer and successful GT endurance competitor Alex Sims will return to British GT for the rest of this season in an overhauled Century BMW M4 GT3 line-up.

Sims, who has won the Spa and Nurburgring 24 Hours with BMW, competed in a Barwell-run Ecurie

Ecosse BMW Z4 GT3 in British GT in 2014 and ’15, finishing second and third in the table in that time, which helped him become a BMW factory driver. He also competed in five British GT races in 2016 in a Barwell Lamborghini.

Sims for British GT’s remaining rounds of 2022 will partner in Pro-Am crews Ginetta GT4 Supercup graduates Henry Dawes at Brands Hatch this weekend and Darren Leung at Donington Park in October.

Century brought the new M4 GT3 into British GT this season, initially with Betty Chen and Angus Fender driving. Fender was replaced from mid-season by DTM race winner and FE driver Joel Eriksson due to Fender’s sponsor issues. David Holloway substituted for an unwell Chen at the most recent Spa round.

Sims said: “I absolutely loved my time

in British GT so to be back for this year’s final two rounds represents a real bonus at the end of a long season.

“It’s been a while since I last raced in British GT but I know the circuits and also the M4 from BMW’s Nurburgring programme. In any case, my priority within the Pro-Am crew is to get Henry and Darren up to speed.”

●Sims answers your questions in our readers’ Q&A on p20-25



White was hurt in the Ginetta Supercup crash

GINETTA MEN ON THE MEND
AFTER THRUXTON CRASH

The two Ginetta GT Supercup drivers who sustained serious injuries in an accident at Thruxton on the Sunday of the British Touring Car Championship meeting 10 days ago – Mike Brown and Colin White – are both recovering in hospital after the crash.

The shunt occurred in the opening Ginetta GT Supercup race at Sunday lunchtime, the second race for the category over the course of the weekend. The pair made contact on the exit of Church corner and were fired into the barriers on the outside of the track.

White’s car rolled, while

Brown’s went heavily into the Armco.

Brown sustained multiple fractures in the accident.

The 51-year-old has broken his ankle, has three pelvic fractures, six broken ribs, a broken collarbone and a thumb.

He also punctured a lung. He is in a stable condition.

White, who is 65, suffered from two broken vertebrae in his back and has also broken his leg above the ankle.

Both were transported from the track to hospital and the race meeting was delayed for over an hour while repairs were made to the barriers.

HISTORIC RACER RECOVERING
AFTER COMBE ACCIDENT

Historic racer Charles Knill-Jones’ condition is improving after he was hospitalised by a large accident in last week’s Historic Racing Drivers Club Jack Sears Trophy race at Castle Combe.

Knill-Jones was competing in the 1958-1966 touring cars’ race at the bank holiday Monday meeting. His Austin A35 Academy rolled at Avon Rise.

HRDC confirmed that Knill-Jones is responding to treatment, he is off the respirator and breathing unaided and has undergone an initial operation on his leg. It added it will likely be a “long recovery”.

Wiltshire Police Road Traffic Accident Investigation Unit were called to the accident scene along with the air ambulance, and many

police officers remained on site for several hours.

A Castle Combe Racing Club statement described the police attention as “unprecedented” which “meant that at one point, the entire meeting was at put risk”.

Motorsport UK told MN: “The Motorsport UK Serious Incident Response Executive has commenced an investigation into the incident. We are collaborating positively with Wiltshire Police Authority who attended following an alert from the air ambulance service. The incident, while serious, would not of itself have triggered a Motorsport UK Steward mandatory police contact. Motorsport UK hopes that Charles will continue to make a full recovery.”



Knill-Jones’ condition is improving after Combe accident



Howard races his third different GT3 of 2022 this weekend

CHAMP HOWARD RACES MERC

Twice British GT champion Andrew Howard will join Sky Tempesta Racing’s driver line-up for this weekend’s Brands Hatch meeting for his first race in a Mercedes-AMG.

Howard usually races with his Beechdean AMR outfit in an Aston Martin, and this weekend races the 2 Seas Motorsport-run GT3 entry alongside fellow Am driver Chris Froggatt.

Howard’s main 2022 focus with Beechdean was a GT World Challenge Europe campaign and he also filled in for Kelvin Fletcher in Paddock Motorsport’s McLaren British GT Silverstone entry.

Froggatt meanwhile raced the

Mercedes at 2022’s British GT Oulton Park and Silverstone rounds alongside Kevin Tse.

As reported in last week’s Motorsport News, Beechdean will race in British GT’s Donington Park October season finale, with a to-be-confirmed line-up, and may continue in 2023.

Howard said: “I haven’t raced anything since the Paul Ricard GT World Challenge Europe event at the start of June. That feels like quite a while ago so I’m very pleased to join 2 Seas Motorsport for Brands Hatch. My good friend Jonny Adam – who has raced with them twice already this year – has told me how highly he rates the job they’re doing.”

*subject to booking fee & t&c's



2022 RALLYDAY

SATURDAY 17th SEPTEMBER

Sponsored by



EUROPE'S PREMIER RALLY CAR SHOW!

Featuring hundreds of rally display cars on show with non-stop rally car action on the track and rally field. Plus a HUGE trade village, rally feature stage, special guests and star interviews and much much more... ..and much more!

Adult Admission from **£18.00*** // Under 17's go **FREE!**

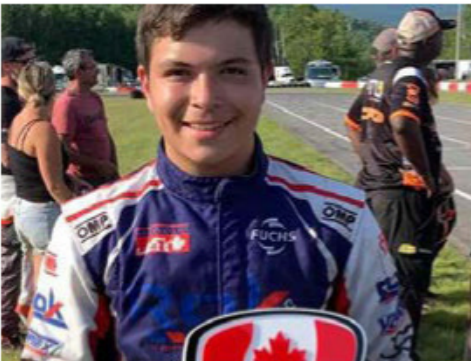
Track time from just **£30.00** // Club tickets available!



www.rallyday.com

01249 782 417 // castlecombecircuit.co.uk
Castle Combe Circuit, Castle Combe, Chippenham, Wiltshire, SN14 7EY

RACING NEWS



Neves Maciel has had success

FIFTH BRAZIL FINALIST CONFIRMED

The fifth Team Brazil Scholarship finalist competing for a place in this year’s Formula Ford Festival has been confirmed as title-winning karter Andrew Neves Maciel.

Neves Maciel, 18, has more than 200 kart victories and dozens of titles in the United States and Canada, including 2019 Junior National champion and several state championships.

This year Neves Maciel is racing in the F1600 Brasil championship and sits in the top three of the table once dropped scores are taken into account, and has been racing in shifter karts where he was vice champion of the Canada Open. He also has podium-finishing prototype racing experience.

One finalist remains to be confirmed of the six from which the inaugural scholarship’s panel – which includes Formula 1 star Roberto Moreno – will pick one to race in this year’s famous end-of-season Brands Hatch event.



Taylor gets a change of scene

TAYLOR SWITCHES GB3 SQUADS

GB3 racer Zak Taylor has switched from the Fortec team to Chris Dittmann Racing for the remainder of this season.

Taylor started his CDR stint in last week’s GB3 test at Brands Hatch, where he finished sixth quickest of the 20 runners. The 19-year-old will make his CDR race debut at Brands this weekend.

Taylor’s recruitment means the CDR outfit will field a three-car line up for the remainder of 2022, as he races alongside McKenzy Cresswell and Branden Oxley.

Team owner Chris Dittmann said: “[Taylor] has shown impressive speed and ability throughout his time in Ginetta Juniors and the F4 British championship but has also had to contend with bad luck at times.

“Hopefully, a change of scenery and a new team will give him a bit of a lift and almost a fresh start for the end of the year. He will also be able to benefit from our successful driver development programme, which has helped a number of young drivers over the years.”

FIRMAN JR REVAMPING VAN DIEMEN MARQUE

The famous constructor is moving back to Firman family control and it starts its expansion with a new Stateside SCCA sportscar project

Photos: Rachel Bourne, Jakob Ebrey, Ben Lawrence, Ultimate Karting Championship



Van Diemen won 2018’s Festival

By Graham Keilloh

Ralph Firman Jr is bringing his father’s famous Van Diemen brand back under family control and is revamping the marque starting with an American sportscar project.

Sports Car Club of America Prototype 1 has been selected for ex-Formula 1 driver Firman Jr’s initial product. Two orders have been placed so far and the cars are due to compete next year.

Ralph Firman Sr co-founded Van Diemen in 1973 and

the company became known for high-volume race car production, particularly with its frontrunning Formula Fords. The outfit was sold to Don Panoz in 2002 to become part of the Elan Motorsport Technologies group. Panoz passed away in 2018.

Van Diemen continues to produce Formula Ford cars at Snetterton and Josh Smith won 2018’s Formula Ford Festival in one.

Ex-Pacific Racing boss Keith Wiggins, now based in the US, is helping the new project.

Wiggins told Motorsport News: “They’ve decided to



Firman Jr is bringing marque back to family

revamp the company, have the name back and launch it with Andrew Thorby start designing cars. He [Firman Jr] has big ambitions for getting back into the car manufacturing business.

“The project started off to build a track day car, based on a Formula 3-style full crash structure and FIA regulation monocoque. Then we talked to various series.

“The P1 series came up because you could use the same monocoque for that as the track day car, that car seemed like a market. So there’ll be a track day and the P1 chassis. That’s where it’ll start and look to grow from there.”



Fores got a chance in Graham Ridgway's Reynard SF78 at Croft

FORES MAKES RACING COMEBACK

GB3 podium finisher Alex Fores made his racing comeback last weekend in a Historic Formula Ford 2000 Reynard SF78 at Croft and is eyeing further opportunities in historic racing.

It was the first time the 22-year-old has raced since a Caterham crash at Castle Combe in July left him hospitalised.

Fores competed in the Historic Sports Car Club event in Graham Ridgway’s SF78 as a one-off and Fores is hopeful of it opening further doors for him.

He told Motorsport News: “We had to have the mandatory time out of motorsport just so we could let everything heal. [I’m] feeling probably 90% back to full health.

“At Combe before my race weekend I was coaching father and daughter Graham and Jen Ridgway who regularly race in Formula Ford 2000. They were there over the weekend when it all [the crash] happened, they wanted to help me do anything they can to be able to get back out in a car.

“The historic scene is a massive thing for my career hopefully. That’s another route where careers, semi-careers, can be made is in historic with people looking to do two-driver races or who love their cars and want them driven out there. So [I’m] using this as a platform for that, which would be amazing. End goal would be racing at Silverstone Classic next year.”

HARVEY CLAIMS GB4 TEST

Teenager Louis Harvey will get a double taste of single-seater machinery this month after winning Scorpio Motorsport’s GB4 prize test for claiming the Ultimate Karting Championship.

Harvey, 18, sealed the UKC Senior Rotax crown last month, and Scorpio Motorsport – which operates Christian Lester’s GB4 Rossoverde Racing entry – just before UKC’s finale round announced its prize test offer to the UKC champion ahead of the team’s intended expanded multi-car GB4 entry next season.

The test is likely to take place later this month at Bedford Autodrome. And in addition Harvey is testing a Formula 4

car with Argenti Motorsport this week.

Harvey said: “Since passing my ARDS, I have been looking for an opportunity to test in single-seaters, in the hope of being able to impress the right people or team and attract the sponsorship to support a race season.”

Scorpio head mechanic Louis Kershaw was encouraged by the attention the team’s GB4 machine got while displayed at UKC’s Three Sisters finale: “The circuit was rammed and we spoke to literally hundreds of people about the team, car and championship. There’s a lot of interest for next year and we’re hoping that will allow us to expand our GB4 operation in 2023.”



Harvey won prize GB4 test from winning the UKC Senior Rotax title

RALLY NEWS

Photos: Motorsport Images, mcklein-imagedatabase.com



M-Sport needs results with its Puma Rally1

M-SPORT LOOKS TO LOEB TO SAVE ITS WRC SEASON

British team needs big result from French legend on Acropolis Rally Greece

By Graham Lister

Sebastien Loeb has declared himself “ready” to try to save M-Sport’s World championship season when the Acropolis Rally gets underway in the Greek capital Athens today (Thursday).

The nine-time champion makes his fourth start of the season in a Ford Puma Rally1 as the British team attempts to halt a poor run of results that culminated in Craig Breen and Adrien Fourmaux crashing heavily on last month’s Ypres Rally.

Loeb, 48, is undertaking a limited WRC schedule for M-Sport in 2022 and made history when he took the first win of the Rally1 hybrid era on the Monte Carlo Rally in January with Breen finishing third.

However, M-Sport hasn’t celebrated another WRC podium this year aside from Breen’s runner-up spot in Sardinia in June and team chief Richard Millener is mindful of the need for results to improve.

“We have to put the bad ones behind us, to refocus and to move on,” he told WRC.com. “That’s what we’re going to do. It is tough, everybody in the factory, everybody in the team is working flat out for this season and rallies like that last one test you.”

He continued: “We know what we have to do, we have to be better. We’re not happy with the results, nobody is. One thing we can’t forget is that this car won [the Monte Carlo Rally] – so the car’s definitely not a bad one.”

Speaking following his Greek test, Loeb, who will be co-driven by Isabelle Galmiche, said: “The feeling

with the car was correct and quite good. We tried to address a bit of the set-up with suspension, diffs and hybrid, which all seemed to go quite well. I’m happy after the test, the car was working well, everything was OK, and we are ready for the rally.”

Loeb is a three-time Acropolis winner, including in 2012, his last appearance in Greece to date.

“It’s a different event to the one I knew, it looks a lot less rough,” the Frenchman said. “There are a few stages that are still the same, but mostly we will be starting from scratch. I just hope I’ll be able to get into a good rhythm like I had in Kenya and Portugal. Hopefully we will do a bit better, without any mistakes or problems; that’s the goal.”

Breen, meanwhile, won the European championship-counting



Loeb (left) will return to WRC

Acropolis in 2014. And although he didn’t take part when the gravel event returned to the WRC calendar last season, he did complete the recce alongside Paul Nagle.

“It’s difficult, there are a lot of tough, single-use stages,” said the Irishman. “The test went well, we had a good feeling with the car, and hopefully we can get ourselves back on track again and bring home a good result in Greece.”

Pierre-Louis Loubet, Jourdan Serderidis and Manchester’s Gus Greensmith, who finished fifth on the Acropolis last season, complete M-Sport’s Acropolis line-up.

Thursdays evening’s two-by-two Olympic Stadium superspecial is the first of 16 stages on the Lamia-based event’s 188.46-mile competitive route.

INGRAM HOPES MOMENTUM CONTINUES IN GREECE

Chris Ingram has vowed to build on the momentum that resulted from his WRC2 Junior victory on the Ypres Rally.

The 28-year-old Briton is nine points ahead of Toksport team-mate Emil Lindholm, who returns to action after skipping the Belgian event last month.

Ingram said: “I have been doing a lot of work on myself to get

my confidence back because I had a tough time through Covid and didn’t drive a rally car for almost two years. So, I’m just getting better and better now. Let’s keep this momentum.”

Ingram will face one fewer WRC2 Junior rival after Marco Bulacia, another Toksport driver, was forced to withdraw through injury.



Chris Ingram has worked on his skills



Armstrong was overwhelmed with help

ARMSTRONG GETS BY WITH A LITTLE HELP FROM HIS FRIENDS

Jon Armstrong will bid to become Junior World champion in Greece this week – after members of the Irish rallying community organised a fundraising event to top up his budget for the Acropolis Rally finale.

Northern Irishman Armstrong is joint top of the JWRC order with Sami Pajari, last year’s championship winner, although Robert Virves is one point further back and Lauri Joona just six points adrift.

With double points available in Greece, the title, which comes with a four-event prize drive in a Ford Fiesta Rally2 in next year’s WRC, is wide open.

“We were really surprised and pleased to see so many people come out and give us that extra boost of confidence going

into Greece,” Armstrong said of last month’s fundraiser.

“The night was a great success and allows us to turn our attention fully on the final of the Junior WRC and give it our all.”

Armstrong, who will be co-driven by Irishman Brian Hoy, continued: “It’s very difficult to pick a strategy [in Greece], simply because it’s so rough in places. It’s just a matter of trying to focus and not put too much pressure on ourselves. We’re feeling pretty relaxed and ready to give it our best shot.”

Armstrong got some gravel running in a Ford Fiesta Rally3 ahead of the Acropolis when European championship regular Igor Widlak loaned him the use of his car during a test last week.

ROVANPERA’S TITLE THOUGHTS ARE NOT PICTURED

Kalle Rovanpera isn’t thinking about becoming World champion in Greece this week – even though a podium could put the title beyond the reach of closest rivals Ott Tanak and Elfyn Evans.

Rovanpera, 21, could have secured the crown on last month’s Ypres Rally but a heavy crash on the opening leg put his title celebrations on hold and prompted a change of strategy on the Acropolis, which he

won on his debut last season.

“Belgium was difficult so we need to get back at the level where we should be and try to have a good rally,” the Finn said. “The championship is never over until it’s over so we can’t think about it too much. We’re just trying to get good points from each event and control what we can.”

Toyota driver Rovanpera leads the standings by 72 points.



Toyota man is now near WRC crown

OBITUARY

Mark Wilford

Motorsport News was saddened to learn of Mark Wilford’s passing last week following a short battle with illness.

Wilford was WRC Promoter’s

PR and communications manager at the time of his death having joined the German firm in 2013.

A former journalist, he was previously Ford’s WRC media

manager for close on two decades. During that time, Wilford was a regular point of contact for MN’s rallying editors, arranging countless interviews and

feature opportunities.

His sudden passing led to a flurry of tributes to a key member of the WRC community who is survived by a wife and two daughters.

RALLY NEWS

MORE LEGENDS STAGE ACTION AT CASTLE COMBE'S RALLYDAY

Tweaked layout to please the fans at Wiltshire special celebration

Photos: Martin Walsh, Ben Lawrence



Fans will get to see the star cars

By Paul Lawrence

Fans at this year's Castle Combe Rallyday on September 17 will have an even better chance to see the action during the Legends Stages featuring the star cars and drivers.

Building on the success of the previous BGMsport Legends Stage, this year there will be two separate stages. The first one will use the main paddock area and start in the pitlane before turning hairpin right to head out to Camp Corner before turning hairpin right again and looping back into the paddock area where there will be a split and a merge.

The second stage will start from the same place in the pitlane but will run down through Quarry Corner and the Esses before finishing at

Hammerdown. The development has been designed to ensure that the fans who decide to base themselves at Quarry Corner for the day don't miss out on seeing the star cars and drivers.

Castle Combe boss Graham Marshall said: "We've seen the enthusiasm building for the Legends Stage over the last two Rallydays. So for this year, we're going to run two stages. We're going to have more action on offer than ever from some of the world's finest rally cars."

The Legends Stages will run from around 1230hrs until 1400hrs. Before that will be the ever-popular open track sessions on the regular stage using Quarry Corner for a wide a wide array of rally cars. The day will conclude with a Subaru parade at 1630hrs.

GARETH MACHALE BACK ON TOP IN GALWAY

Irish Tarmac champion and member of the well-known MacHale motorsport dynasty Gareth plans to be among the line-up for next February's Galway International Rally following his victory in the recent Galway Summer Rally.

It was the 42-year-old's first outright win since he took his Ford Focus WRC to victory on the 2010 Cork 20 Rally. Subsequently, he only

competed on the Galway International in 2012, also in the Focus, and in a Ford Fiesta R5 on the 2018 Clare and Donegal national events.

Returning in a right-hand-drive Ronan O'Kane Motorsport VW Polo GTi R5, MacHale has gradually played himself back into competitive action since his comeback last June.

"It went well for my fifth rally

back, I'm really happy," he said. "I didn't think I would get a win as quick given the calibre of drivers around in both the International and national scene and being out of it for so long. But look, there is still a long way to go and a lot to do yet."

The MacHale family has a long association with events organised by the Galway Motor Club. "Galway's always been a happy hunting ground for

the family and it is great to get the win there. The Galway club put on great stages and Ronan O'Kane and the lads did a great job on the car," added MacHale.

On his plans for 2023, he said: "I will go to Galway next February, I will see how sponsorship pans out and I might even do the national championship next year."

Co-driver Brian Murphy continues to call the notes.



MacHale wants more outings after his Galway Summer success

NO IMMEDIATE FUTURE SET FOR DOWN AMPNEY

There will be no rallying at Down Ampney in 2023 as the venue is destined to be lost to gravel extraction.

Despite ongoing negotiations, the three motor clubs that have run rallies at the Gloucestershire venue

have not been able to extend the five-year contract that runs out at the end of this year.

Martin Saunders, chairman of the Cotswold Motor Sport Group said: "Whilst planning permission is expected to be granted in the first quarter of

2023, a start date has not been given for the extraction of gravel to begin so the door has been left open for further negotiation, but not for 2023."

The three clubs, Cheltenham, Cirencester and EMCOS, will continue

to work together and are now devising ideas to keep stage rallying alive in the Cotswolds.

Down Ampney has a long history of rallying dating back to Cirencester Car Club's Arkell Rally in the mid-1970s.

NEW CIRCUIT RALLY CHAMPIONSHIP EMERGES

The organising clubs behind the events in the former Motorsport News Circuit Rally Championship have come forward to announce that there will be a championship this winter titled the Winter Circuit Rally Championship.

Although the current championship was recently announced as being rested for a year, the new championship will readily fill the void and give competitors a nine-event season between November and April.

The final calendar is yet to be

announced and is subject to Motorsport UK approval. However the plan is to run nine rallies, with the best six scores to count, covering events at Oulton Park, Cadwell Park, Donington Park, Brands Hatch, Snetterton and Anglesey. The season will open with the Neil Howard Stages at Oulton Park on Saturday, November 5.

A new website has been set up and will be updated with more information shortly at circuitrally.co.uk.

BARRETT SETS SIGHTS ON TOP-THREE NATIONAL FINISH



Barrett thinks he can improve

Paul Barrett reckons an Irish National Rally Championship top-three finish is possible following a strong haul of points from the recent Galway Summer Rally, where he made his debut in the ex-Cathan McCourt Citroen C3.

Having made the switch from an older generation Ford Fiesta R5 he said: "It's definitely a big step-up and while there isn't a massive difference in terms of

power, the chassis is more solid and the car is a lot more positive on the road. I feel very confident in it and I know the pace is there."

Although he struggled on the opening stages, it was more to do with the way the car was set up.

"The brake bias was more to the rear of the car and on heavy braking into a chicane, the back end locked up and the car snapped on me, I just had time to correct it and got

through the chicane," he said. "That unnerved me for a while but my times improved towards the end as I became more familiar with the car."

The Donegal Harvest Rally (October 8) brings the curtain down on the series and presently Barrett is fifth overall in the series. "I think it's possible to finish higher," he said. "I am nine points away from third place so I need a good result in Donegal."



Circuits might still play host to a new winter rally championship

EX-WRC STAR HIRVONEN HEADS FOR WEXFORD

Former World Rally Championship contender Mikko Hirvonen will be the star attraction on this weekend's Wexford Stages rally in Ireland.

Hirvonen will contest the two-day event in a modified 2.5-litre Ford Escort Mk2 from the RLA Autosport concern.

"I'm coming back to Ireland," confirmed Hirvonen, who will bring co-driver Jarno Ottman with him for the 18-stage event on closed roads in the south east of Ireland.

Hirvonen last visited the area to drive the same car on the West Cork Rally in 2019 and won the national section of the event that weekend.

The Finnish ace, now 42, will start as car six in the capacity 150-car entry for 140 special stage miles with nine stages each day, made up of three stages each run three times.

The rally is based in the town of Wexford and Hirvonen's entry is part of the 50th anniversary celebrations for the event.



Champ is looking at his 2023 options

JOSH MOFFETT PONDERES OPTIONS AFTER ITRC SUCCESS

Champion could look to swap to a new machine for 2023 attack

By Martin Walsh

Josh Moffett, who clinched his second Irish Tarmac Rally Championship title in four years on last month's Ulster Rally, says that a new car and some gravel rallies could be in his plans for the coming months.

The Hyundai i20 R5 driver was in formidable form on the Emerald Isle this season and says that his run to the crown on the recent Ulster Rally was one of the hardest events of the season.

He explained "Ulster was probably the most difficult rally of the whole championship insofar as the only goal was to get to the end of it. Between the stages and the weather, it was difficult,

but we have the championship."

Moffett reckoned his latest success was sweeter than his first ITRC title win in 2018. "The races we had in Cork and Donegal this year were great, we've had a few good ones this year," he added. "It's been a brilliant championship and what has made it more special for me is the level of competition this year and how tough it has been

Despite his run of glory in his South Korean car, the Irishman says that he has yet to set his 2023 plans in stone and could look to swap machines next term.

Moffett said: "We are open to talking to all the manufacturers to see what's available. It's hard enough to

get a car at the minute with lead times. In Hyundai terms, this is their old car, a bit like the Mk1 Fiesta. The new Hyundai has been out for the last two years and we will look at that. Citroen is a good car and Skoda too and Ford has a relatively new car."

He might now contest the final round of the National series, the Donegal Harvest on October 8. He said: "I would love to get out and do a gravel rally in the Hyundai, there's a few coming up here and in the UK. For now, though, this is one we will remember. Co-driver Andy Hayes has done a top job all year, Tom Gahan and all the boys have been superb, it's a great team and you need it for all this to happen."

MAJOR CHANGES IN THREE SHIRES MANAGEMENT

With barely three weeks to go to the September 18 event, the organising team for the Three Shire Stages has undergone a major revision.

The closed-road event based in Ledbury is the penultimate round of the Asphalt Rally Championship.

Neil Cross, clerk of the course for the Nicky Grist Stages in July, was due to be clerk of the course for the Three Shires but recently stood down from the role. In his place has come Alyn Edwards, the prime mover for the Cambrian Rally in North

Wales, and an assistant clerk of the course on Wales Rally GB. Edwards has brought other key players to the organising team including Andrew Kellitt, Alan Stoneman and Keith Ashley.

Collectively the new team members have vast experience of rally organisation and are quickly getting up to speed with the plans for the Three Shires, which features three runs through each of four special stages on closed roads in Herefordshire, Worcestershire and Gloucestershire.



Three Shires event is set for September 18 date

LAKELAND STAGES: ANICC BY WILLIAM NEILL

SEPTEMBER 3

Photos: William Neill



Henry eked out his advantage throughout the rally

HENRY KEEPS UP THE PRESSURE IN FOREST CHASE

Halfway through the four-round Northern Irish Forest Rally Challenge Desi Henry continues to lead and he added victory on the Lakeland Stages by 11.4 seconds to the Ford Fiesta Rally2 driver's Fivemiletown win back in February.

Niall McCullough was fastest through the 3.6-mile opener by 0.7s from Henry before going off the road on the second stage, Ballintempo North. From there Henry was ahead by 4.3s and increased the margin to 8.9s by the Enniskillen service.

Cathan McCourt and Liam Moynihan, in an R5-spec Fiesta,

were closest but the eventual winner added to his margin on the next two stages after service. McCourt knocked 1.8s off the 13.2s gap with a final stage win for the Omagh man's efforts.

Conor McCourt, Cathan's brother, was sixth on the opening stage but, on SS2, jumped to third where he remained until the finish, 35.1s back in a Skoda Fabia R5 by 12.8s.

Mark Donnelly and Stephen O'Hanlon went from seventh on stage one to finish fourth and kept fellow R5 Fiesta crew Jonny Leonard and Niall Burns behind by 18.3s. It was a notable day for that crew: Leonard was

on his first gravel R5 outing with RLA Autosport and Burns has now clocked up 250 rallies.

Martin Cairns got the better of Derek McGarrity on the second loop to get ahead of the Skoda Fabia Rally2 contender for sixth place. The ever-popular Fiesta R5 was Cairns' choice to split the two cars by 3.5s.

Derek Makarel won his class in eighth, Joe Hegarty survived a close encounter with a ditch and Alan Smyth rounded out the top 10 with a two-wheel-drive win.

Jason Mitchell was an expected frontrunner but rolled on the opening stage and Niall Henry was eighth before a stage-

four exit.

Results

Organiser: Enniskillen Motor Club
When: September 3 **Where:** Enniskillen, County Fermanagh Championship: NI Forest Rally Challenge **Starters:** 59
Stages: six
1 Desi Henry/Paddy Robinson (Ford Fiesta Rally2) 27m49s; 2 Cathan McCourt/Liam Moynihan (Ford Fiesta R5) +11.4s; 3 Conor McCourt/Caolan McKenna (Skoda Fabia R5); 4 Mark Donnelly/Stephen O'Hanlon (Fiesta R5); 5 Jonny Leonard/Niall Burns (Fiesta R5); 6 Martin Cairns/Peter Ward (Fiesta Rally2); 7 Derek McGarrity/Graham Henderson (Skoda Fabia Rally2); 8 Derek Mackarel/Emmett Sherry (Mitsubishi Lancer E9); 9 Joe Hegarty/David Turkington (Fiesta R5); 10 Alan Smyth/Gary McCrudden (Ford Escort Mk2).



The Strength of Experience



Tel: +44 (0) 1952 582 825

Fax: +44 (0) 1952 582 821

speedline

Corse

e-mail: info@speedlinecorse.co.uk | website: www.speedlinecorse.co.uk

SPORTING SCENE NEWS

Photos: Ant Jenkins

BRISCA F2 ROUND-UP



Mills fended off star racers at Northampton

Ayrton zoomed to Northampton glory

Ayrton Mills took his first Brisca Formula 2 final win of the season with a Bank Holiday Monday victory on the shale at Northampton.

Mills moved ahead on one-quarter distance and could not be caught by the star men, some of whom were delayed in a tangle, despite a yellow flag. Billy Webster took second from Luke Woodhull, who then lost third to Ricky Castell before dropping out.

Aidy Whitehead warmed up for the World Final with victory at Taunton. The race began with an early pile-up that claimed a few drivers. Whitehead had already made good progress through the field and then ran second until mid-race when he passed Dan Baker. Whitehead built a substantial lead as he dealt with traffic and survived a scare with a backmarker on the final bend. Matt Stoneman demoted Baker to third on the final lap.

On a good night for the Issitt family, brothers Pat and Jack finished first and third in the meeting final at

King's Lynn on Saturday after each started their maiden World Finals, qualifying via the Consolation Semi. New World champion Dave Polley hunted down Dutchman Rutger Veenstra to win Sunday afternoon's final at the same track.

Mark Paulson

Results

Organiser: Spedeworth **When:** August 29 **Where:** Northampton Shaleway **Starters:** 25.
1 Ayrton Mills; 2 Billy Webster; 3 Ricky Castell; 4 Daz Shaw; 5 Reece Cox; 6 Dave Polley; 7 Charley Tomblin; 8 Kai Lindsay; 9 Charlie England; 10 Pat Issitt.

Organiser: Autospeed **When:** August 29 **Where:** Smeatharpe Stadium, Taunton **Starters:** 33.
1 Aidy Whitehead; 2 Matt Stoneman; 3 Dan Baker; 4 Nathan Maidment; 5 Steven Gilbert; 6 Craig Driscoll; 7 Adam Rubery; 8 Ben Bate; 9 Joe Marquand; 10 Tommy Farrell.

Organiser: Trackstar **When:** September 3 **Where:** Adrian Flux Arena, King's Lynn **Starters:** 97.
1 Pat Issitt; 2 Kyle Taylor; 3 Jack Issitt; 4 Niels Tesselar; 5 Mike Philip; 6 Reece Cox; 7 Chris Burgoyne; 8 Ben Lockwood; 9 Harley Thackra; 10 Michael Wallbank.

Organiser: Trackstar **When:** September 4 **Where:** Adrian Flux Arena, King's Lynn **Starters:** 66.
1 Dave Polley; 2 Micky Brennan; 3 Billy Webster; 4 Gordon Moodie; 5 Rutger Veenstra; 6 Harley Thackra; 7 Reece Cox; 8 Josh Rayner; 9 Jason Clow; 10 Harry Hensby.

BRISCA F2 WORLD FINAL: KING'S LYNN BY MARK PAULSON SEPTEMBER 3

POLLEY FINALLY LANDS THE BIG ONE – AFTER A TWO-DECADE JOURNEY

After 20 years of trying, Dave Polley finally lifted the Brisca Formula 2 World Championship title at King's Lynn. The son of Hot Rod legend George Polley had won almost everything there is to win in the contact formula but the World title eluded him.

After two-time World champion Wim Peeters headed the time trials for overseas qualifiers, Harley Thackra chased down Billy Webster to win the Consolation Semi-Final which determined the last seven World Finalists, plus reserve.

A heavy rain shower before the World Final made for tricky conditions in the early laps. Charlie Guinchard led from pole position but fellow front-row man Gordon Moodie slipped to fourth behind Jordon Thackra and Polley. Thackra was quickly shuffled back by the more experienced campaigners as Polley moved into second, chased by Moodie, Andrew Palmer and – from row seven of the grid – Micky Brennan.

Moodie briefly returned to second before being shoved wide by Polley, while at the same time Brennan passed Palmer for fourth. All the while, Guinchard – driving a Polley chassis – was slightly extending his lead as a dry line emerged on the shale.

The decisive action happened mid-race. Polley had stabilised Guinchard's advantage before a

spinning backmarker forced Guinchard wide on Turn 2 and allowed Polley to eat into his lead. A lap later, sensing it was now or never, Polley punted Guinchard wide and into a parked car. Guinchard dropped to fifth, while Brennan had passed Moodie for what became second.

"I knew when I got to Charlie I had to make it count," explained Polley. "I can't let him come back at me because that'd be the end for me. So, as hard as it was shifting your own car out of the way like that, it needed to be done."

For Polley, the remaining laps were a question of avoiding mishaps while negotiating traffic as two-time world champion Brennan, another Polley customer, could make no impression on his lead. Moodie was struggling with a car set-up that did not give him the precision he required in traffic and dropped behind Palmer and the recovering Guinchard in the closing stages.

As Polley crossed the line to clinch his long-awaited gold roof, Guinchard spun Palmer from third on the final bend to complete a fine recovery and a 1-2-3 for Polley chassis. Moodie took fourth and Peeters fifth as Palmer reversed across the line in sixth.

Results

Organiser: Trackstar **When:** September 3 **Where:** Adrian Flux Arena, King's Lynn **Starters:** 97.
1 Dave Polley; 2 Micky Brennan; 3 Charlie Guinchard; 4 Gordon Moodie; 5 Wim Peeters; 6 Andrew Palmer; 7 Patrick Tersteeg; 8 Jack Issitt; 9 Aaron Vaight; 10 Billy Webster.



Polley capitalised on a wide moment for Guinchard



Polley is drenched by Brennan (l) and Guinchard (r)

13 ISSUES FOR £13*

SAVING
75%

SUBSCRIBE NOW

- Great value
- Great content
- Don't miss out

VISIT **SHOP.KELSEY.CO.UK/MTSJUL21P**OR CALL: **01959 543 747 AND QUOTE MTSJUL21P**

HOTLINES OPEN MONDAY – FRIDAY 8.30AM – 5.30PM. CALLS ARE CHARGED AT YOUR STANDARD NETWORK RATE

*Full terms and conditions can be found at shop.kelsey.co.uk/terms. Offer applies to UK subscribers only when paying by direct debit. Your subscription will start with the next available issue with your first 13 issues charged at just £13.00. Payments will continue to be taken at the low rate of £29.99 every 3 months thereafter. You can cancel your subscription at any time and no further payments will be taken. Overseas and other offers available at shop.kelsey.co.uk/MTS

■ *Motorsport News is the go-to place for opinion, reaction and results from the weekend's action. Our experts are in the service parks, pits and paddocks to bring you the very latest.*

■ *The Reader's Question section features the big names responding directly to your queries.*

■ *Motorsport News focuses on all that is great about British motorsport, from grassroots to the top flight.*



Title winner halts Toyota and Rovanpera's hot streak with glory on Jyväskylä event
TANAK BUOYED BY HYUNDAI'S RETURN TO FORM WITH RALLY FINLAND VICTORY



Tänak flew to victory



The Estonian took second win of the year

By Matt James
Hyundai driver Ott Tänak has hailed a "special" victory on Rally Finland as he has vaulted up to second place in the World Rally Championship. The Estonian led from the opening stages of the event and to secure his second victory of the 2022 campaign. The 34-year-old said: "There have been quite a few wins in my career, but this is definitely up there with the best. I can't say I was completely happy with the performance of the car, but we still managed to set a good pace."

Tänak is 94 points ahead of table-topper Rovanperä. Full report, page 14

£4.99

HISTORICS

DOWN THE PUB

HORATIO FITZ-SIMON

Trans-Atlantic racer

Age: 22 **Lives:** San Francisco and Leamington Spa



Single-seater ambitions

He's been splitting his time this year

"We've been doing quite a bit of driving in America and I spent a bit of time in Sweden doing some ice driving in Porsches with our friends, the Tuthills. It's like racing the rain, except it's so much more cutting edge. We're on studded tyres in rear-engined Porsches. There's nothing harder to drive, so they're a ball. We're there from 0900hrs to 1700hrs and we stop for half an hour at lunch so the rest of the day I'm in the car. So it's the best for getting car control."

He had plans for Formula Junior

"I did Brands in the Formula Junior Lotus at the beginning of this year. We planned to do the full championship but the engine let go in the last couple of laps. We knew it was going to be a few months before we could get an engine so I went back to America. I'd just got my US citizenship."

He's raced in the States

"We've got an Elan 26R in America that I race. It belongs to a friend of mine and I raced it at Laguna last month against the Cobras and the Mustangs. And then we did the Silverstone Classic with the Lotus 22 with a Richardson motor."

He has modern ambitions

"I'd love to race something at the Goodwood Revival and then something modern as well. I raced at the Members' Meeting in the one-litre F3 Chevron B15. I'm hoping to be out in either GB3 or GB4 by the end of the year. I very much want to try and get my foot in the door of something modern. Modern single-seaters is still the main ambition but I'm not really closed on the historic. Obviously, the thing about historic is that it's about how good a driver is. Jim Clark raced five cars in one day and a fantastic driver can adapt to all of them."

He's a commuter

"Home in the States is just outside of San Francisco in a little town called Pleasanton. Right now I'm based in Leamington Spa, which is right in the centre of things. It's my father's hometown. But I'm from Towcester originally, right next to Silverstone. Flights are more available now, but the problem is that they are very expensive."

SMITH TURNS HEADS IN EX-EDDIE CHEEVER F2 MARCH Classic battler makes a mark in his 1978 single-seater racer

Photos: Paul Lawrence

By Paul Lawrence

The March 782 raced in the 1978 European Formula 2 championship by American Eddie Cheever has returned to racing in the hands of Andrew Smith and starred at the Classic at Silverstone.

After nearly 40 years off track, the 782 has been rebuilt by Richard Evans, and had a first run at Silverstone in May. Smith now hopes to race it more regularly in Historic F2.

The car has a continuous history with just four owners having been converted to Formula Atlantic trim in 1979 for Eje Elgh and then run in UK Formula Atlantic by Charlie Kirby. It went to America in a 1983 to Andy Falbo and only returned when Evans acquired it in 2018.



Smith had strong F2 pace at Silverstone

"It was in Formula Atlantic specification when we got it," said Evans. "It was a lot of work to get it ready. It was a lot of man hours in my spare time, but I started when I was furloughed for six weeks in 2020."

Smith immediately showed the car's pace by setting pole and leading much of the first race at the Classic before retiring when a brake issue overheated both front wheel bearings.

That forced Smith to miss the weekend's second race

but his pace in the car has been comprehensively demonstrated.

"I can feel the difference to the March 742 we have been racing," said Smith.

Evans also plans to race the car having been away from the cockpit for four years now.

HISTORIC STARS PASS AWAY ON THE SAME DAY



Ted Williams was a familiar sight on the Historic Can-Am scene

The historic racing fraternity has been rocked by the loss of Ted Williams and Nigel Bancroft, who both died on Sunday, August 28.

Williams, 84, died after an illness while Bancroft, 69, collapsed and died. Both were accomplished racers in a variety of machinery and both were hugely popular with great senses of humour.

Bristol-based Williams raced for most of his adult life in a career that took in motorbikes, hydroplanes, hillclimbing and an array of historic racing, notably in Historic F1 and Can-Am cars. He enjoyed great success and was renowned for



Nigel Bancroft: FF star

his outgoing warmth.

Bancroft, from Cheshire, was best known for racing in Formula Ford but also raced an F1 Cooper with the HGPCA and even contested the Roger Albert Clark Rally in a Ford Escort Mk2.

MN sends sincere condolences to both families and their many friends across the sport.

Clamp down on historic driving standards

Duncan Wiltshire, boss of historic race promoter Motor Racing Legends, has launched a drive to improving driving standards after incidents at the recent Classic at Silverstone left 11 cars damaged in two MRL races.

A first-lap tangle in the Historic Touring Cars and a multi-car shunt at the start of a safety car period in the Woodcote and Moss Trophies race were notable. Five drivers were later excluded over the Woodcote-Moss incident.

"The tremendous success of last weekend's Classic was marred by a small number of serious lapses in driving standards in some of our grids," said Wiltshire. "I am not alone in finding the level of needless damage that occurred unacceptable."

ABBOTT GETS BACK BEHIND THE WHEEL

After a gap of eight years, Lionel Abbott returned to racing to share the Ford Escort Mk1 of Nick Whale at the Classic at Silverstone.

Former Production Saloon ace Abbott last raced regularly in 1997 in a works-assisted Saab.

In 2014, Abbott shared with his old friend Whale in the Studebaker Lark Daytona historic touring car at Donington Park but had not raced for eight seasons. Whale, who was missed much of the season with a shoulder



Abbott accepted the offer to race Nick Whale's Ford Escort

injury sustained in a skiing accident, persuaded Abbott to share the Escort in the Historic Touring Car Challenge.

"It's a bit of fun with an old mate," said Abbott. "It's a nice car and I'm really enjoying it."

IN BRIEF

Classic 2023 firmed up

The date for the Classic at Silverstone has been confirmed as the Friday to Sunday of the Bank Holiday weekend (August 25-27). This year's event was the first to run at the end of August. A record public attendance was reported for this year's event.

Diffey tribute

The Classic at Silverstone opened with a minute's silence on Friday morning in memory of Simon Diffey, who died in a road accident in May. The Formula Junior racer was honoured as the Junior pack lined up before qualifying at what was one of Diffey's favourite race meetings. The 52-car field was led out into qualifying by his son George.

Jackson's car swap

With plans to run a rare De Sanctis Formula Junior at Silverstone dropped as the car was not ready, Cam Jackson switched to the Lotus 22 of Martin Walford for the Classic. The Lotus, which has not been run regularly for several seasons, was troubled by a misfire but Jackson was able to show its frontrunning pace.

Tomlin is busy

David Tomlin qualified both his Formula 2 Motul and his Ford Sierra RS500 on Friday morning at Silverstone last weekend before dashing off to a wedding on Friday afternoon. He was then back at Silverstone first thing Saturday morning to continue racing. A weekend later, he switched back to his Ford Fiesta R5 rally car for his home event, the Woodpecker Rally in the Welsh borders.

Duo reunited

Former Formula Ford team owner John Village and 1988 Formula Ford Festival winner Vincenzo Sospiri were back together at Silverstone over the weekend of The Classic, 34 years after they first teamed up. The Italian was in the UK on holiday with his family and joined Village to take a look at historic racing.

Cantillon's award

Masters Racing Legends race winner Mike Cantillon earned the Frank Williams Memorial Trophy for his double Historic F1 win at the Classic. Cantillon was racing a Williams FW07C, which was a landmark design from the team. He collected the trophy from Frank Williams' sons, Jonathan and Jamie.

Caine is able

Former British GT and British Touring Car Championship racer Michael Caine had his first race of the season when he shared the Lotus Elan of Bruce White in the Pre '66 GT race at the Classic. Caine used to race Caterhams with White and accepted the invitation to share the car, which they also plan to share in the Spa Six Hours later this month. They finished fifth in class and 19th overall from 60 cars.

SUBSCRIBE AND SAVE

YOUR LIMITED TIME SUBSCRIPTION OFFER

UK DIRECT DEBIT SUBSCRIPTION OFFER!



TRY A SUBSCRIPTION TODAY
PAY JUST £23.99
FOR 6 ISSUES

*Fast Ford publishes 13 issues per year, annual subscriptions also available. Other UK offers and overseas postage also available. For full details visit shop.kelsey.co.uk/FTF

VISIT: shop.kelsey.co.uk/FTF22HA
OR CALL OUR SUBSCRIPTIONS TEAM
AND QUOTE FTF22HA

01959 543 747 Hotline open: Mon-Fri 8:30am-5:30pm

MN POLL WITH MOTUL



F1'S MOST-MISSED TRACKS: AN EYE ON THE PAST

We want to know which of the many tracks lost to F1 you miss the most. By **Graham Keilloh**

Photos: Motorsport Images

Since the inception of the Formula 1 World championship in 1950, circuits have been added to and dropped from the schedule regularly. And fan popularity tends not to be a chief consideration for whether a track is retained or not. Instead safety, politics or – most likely – money are the common factors. As if to underline the point, current favourite Spa was mooted for the chop until a fresh deal was announced recently. With our new Motul-supported poll we want to know which of the circuits lost to F1 you miss the most. We've come up with our shortlist of 10 of the best that are no longer on the calendar, and now it's over to you. Instructions on how you can vote for your favourite are in the panel next to the article, and the results will be announced in the last September issue of Motorsport News.

THE NOMINEES

1 Clermont-Ferrand

A track only used four times to host the ever-nomadic French Grand Prix might not seem an obvious stand out. But that the Charade circuit at Clermont-Ferrand is remembered so

fondly nevertheless says a lot about it. It was a classic road track, swooping and undulating endlessly with barely a straight over its five miles in beautiful surroundings around two

extinct volcanoes. Much more modern autodromes, particularly Paul Ricard, meant Charade's F1 days were numbered, but a truncated version exists today that captures the spirit of the old place.



HOW TO VOTE

- Visit fastcar.co.uk/motorsportnews
- Find your favourite and vote



2 Montjuic

Imagine the street track of your dreams. Fast, varied and challenging; picturesque too. On all counts more so even than Monaco. That track was Montjuic. Montjuic is a shallow hill to the south

west of Barcelona's centre, and the track held the Spanish Grand Prix four times between 1969 and 1975. It wound and swooped around attractive parkland and elegant architecture of domes and spires, centred by the opulent Palau Nacional.



3 Watkins Glen

Formula 1 has had plenty of false starts in the United States. But modern-day Austin wasn't the first time it's laid down roots with a permanent Stateside track. Between 1961 and 1980 it had the same at Watkins Glen. The road course in upstate New York quickly attracted a large and multi-national crowd and the F1 race's end-of-season slot ensured golden autumnal colours. The layout initially was nothing special, but a new loop added to the track from the 1971 grand prix elevated Watkins Glen's layout into being a firm drivers' favourite: sweeping, undulating and challenging.

4 Nurburgring Nordschleife

Surely no track ever combined the extremes of thrill and peril like the 14-mile Nurburgring Nordschleife, long-time host of the German Grand Prix. "The Green Hell", as Jackie Stewart aptly called it, was a fearsome ribbon winding and undulating through trees and

hedges. Its challenges such as Flugplatz and Karussell entered folklore. It was the scene of plenty of tragedy, but it also was the setting for drives from the Gods, such as Juan Manuel Fangio's other-worldly comeback drive in 1957 and Jackie Stewart's win by four minutes in 1968's rain and fog.



5 Brands Hatch

The track hit the heights as a Formula 1 host, alternating with Silverstone as British Grand Prix venue between 1964 and 1986, as well as hosting a couple of European Grands Prix and regular early-season non-championship Race of Champions events. Brands' F1 races were rarely dull and arguably the best was saved for last with Nigel Mansell's patriotic triumph in 1986. F1 bosses decided to end the British GP alternation and throw their lot in with Silverstone, leaving Brands sadly on the sidelines.



6 Adelaide

Adelaide sought a Formula 1 race to liven its image, and when the fraternity rocked up in 1985 they found a magnificent organisation plus a wonderful layout that for a street circuit was both surprisingly fast and provided plenty of overtaking opportunities. Best of all, there was oodles of local enthusiasm: likely no host city has embraced a grand prix like Adelaide. Add to this, its season-closing slot, with the titles often settled in advance, lent it an inimitable end-of-term atmosphere.

7 Osterreichring (1970-1987)

Its fine Styrian scenery and gradient is familiar from the modern Red Bull Ring location, but its predecessor Osterreichring's 3.7-mile circuit layout was one of near-constant majesty, all fast, long and dazzling turns topped by the celebrated Bosch-Kurve. The track's average speed rivalled old-school Silverstone. It also had a habit of providing unusual grand prix winners: Vittorio Brambilla got his only win here in 1975, then Penske's John Watson in 1976 and Shadow's Alan Jones in 1977 took their teams' only wins. Elio de Angelis claimed his first win – and Lotus's last on Colin Chapman's watch – in 1982.



8 Pescara

The Pescara track made a sole appearance on the Formula 1 calendar in 1957 when other races were lost to the Suez crisis. And a few bare facts sum up how it offered a challenge a world away from that of today.

It has the distinction of being the longest F1 track ever used – its length of just under 16 miles pips the Nordschleife. And it combined a four-mile straight next to the Adriatic sea with a spectacular wind through the Abruzzi mountains, climbing some 185 metres.



9 Hockenheim (1970-2001)

Hockenheim was a slow burner, as it didn't win popularity awards in its early Formula 1 days. Perhaps this is unsurprising given it replaced the Nurburgring Nordschleife, initially as a 1970 one-off then more permanently from 1977. The circuit was characterised by engine-testing long straights through forest, with these full-noise blasts separated by chicanes. The track then concluded with an incongruent stadium section winding between concrete grandstands, the cars often skittish with the required low-downforce settings.



10 Kyalami (1967-1985)

Formula 1's purported World championship schedule hasn't had African presence on it for nearly three decades. Yet the South African Grand Prix was once a fixture, and from 1967 it was held at Kyalami near Johannesburg. The track, though short, was rapid and undulating. Its trademark was a spectacular downhill pitstraight plunge into the testing Crowthorne turn, followed by the fearsome Jukskei Sweep. The short lap times ensured competitive fare and the usually good local weather made it a popular test venue.

RALLY REPORTS

Photos: Chicane Media

WOODPECKER RALLY: BTRDA BY SIMON GRONOW

SEPTEMBER 3



Black blew away the cobwebs in style



Gardener held his nerve at the end...

BLACK GETS HIMSELF BACK TO THE TOP STEP WITH A SUPREME BTRDA VICTORY

On his first outing of the year, Callum Black showed no sign of rustiness as he took his brand-new Ford Fiesta Rally2 to victory on the Woodpecker Stages. Partnered by Jack Morton, he overcame an early challenge from Mathew Hirst before finishing the day with a 46-second winning margin. Local crew Perry Gardener and Jack Bowen finally took a podium finish with an excellent second place in their Fiesta R5, as Elliot Payne and Patrick Walsh finished third in another Fiesta Rally2. After running to a revised format in 2021, the Woodpecker returned to its traditional home at Ludlow Racecourse and the bumper entry faced six stages in Haye Park and Radnor forest. Apart from a brief shakedown, stage one in Haye Park would be the first drive in anger for Black in his immaculate car but it didn't show as he emerged from the test two seconds quicker than Mathew Hirst and Declan Dear in their Fiesta R5. Gardener/Bowen were third quickest in their Fiesta R5, followed by the tying Fiesta Rally2s of Stephen Petch/Michael Wilkinson and Payne/Walsh. Any thoughts that Black would have it all his way were quickly

dispelled when Hirst fought back in Cwm Y Gerwyn 1, moving into a one second lead as Black admitted to overshooting a chicane. Gardener tied for second with Black, with a happier Payne third fastest ahead of Petch. A seven-mile run through Stanlo Tump followed and despite a half-spin, Black set another fastest time, returning to the lead as he got used to his new car. "We're getting there, just making a few stupid mistakes," was his summary at service. Also happy with the event so far was Hirst, who confessed that he was lucky to get away with a big moment on stage three. With a one-second gap to Black, he said his plan was to keep it neat and not worry about the others. Payne, meanwhile, said he was starting to find his pace again as he edged out Gardener for third-fastest time by a second. "We need to carry more speed and commitment in the faster corners," said Gardener. Behind fifth-placed Petch, there was a good battle going on between the Mitsubishi Lancers of Richard Hill/Pat Cooper and Russ Thompson/Stephen Link with the former holding a five-second advantage despite going wide on a deceptive stage-three hairpin. As he prepared for the

afternoon's tests, there was no doubt in Black's mind on what he wanted to do. Having finished second on the event twice previously, he was out for the win. His task was made easier following the second run through Haye Park, where he was 14s quicker than Payne. "I knew that was a good time, I put the pressure on," Black said as Hirst retired after damaging a control arm on his Fiesta. With Hirst out of the running, Black now held a 39s lead over Gardener who couldn't relax as Payne was just 10s further behind and would no doubt push hard over the final tests. In Cwm Y Gerwyn 2 Black was fastest once again, setting a time three seconds quicker than Payne, who was now six seconds behind Gardener. Setting a cracking fourth-fastest time here was Thompson, who overtook Hill for fifth, the latter's Lancer cutting out briefly on a fast section. There would be no dramas for Black/Morton who completed the event with fastest time on the final test to finally get a Woodpecker win. "It's been a comfortable drive, fairly controlled, but there's much more to come," was Black's reflection of the day. Despite being beaten by a second by Payne on the final

test, Gardener/Bowen didn't crack and took a positive runner-up spot. "I'm pleased with our day," Gardener said. "We haven't put a foot wrong; we've been in the groove and fast, just not fast enough." There was a quick departure for third-placed Payne as he set off to compete on Rali Ceredigion, while fourth-placed Petch had enjoyed his day, even if he wasn't on his expected pace. "We've not been at the races today," he reflected, feeling that he had picked the wrong event to try new gear ratios. "I'm always the bridesmaid," said Hill, who, despite beating Thompson on the final stage, was still one second behind his Mitsubishi rival as Thompson admitted to pushing hard to take fifth. Taking a career-best BTRDA finish of seventh were Rob Wilson/Richard Morton Crozier in their Mitsubishi who were followed by locals John Caine/Andrew Sankey in a Subaru Impreza. Turbo problems and a broken handbrake hampered the ninth-placed Ford Escort Cosworth of Ian Joel/Graeme Wood, while Pat Naylor/Ian Lawrence were pleased to finish in 10th position, despite their Lancer suffering a final-stage puncture.

RESULTS			
Woodpecker Stages When: September 3			
POS	DRIVER/CO-DRIVER	CAR	TIME
1	Callum Black/Jack Morton	Ford Fiesta Rally2	41m 12s
2	Perry Gardener/Jack Bowen	Ford Fiesta R5	+54s
3	Elliot Payne/Patrick Walsh	Ford Fiesta Rally2	+59s
4	Stephen Petch/Michael Wilkinson	Ford Fiesta Rally2	+1m 46s
5	Russ Thompson/Stephen Link	Mitsubishi Lancer E9	+2m 07s
6	Richard Hill/Pat Cooper	Mitsubishi Lancer	+2m 08s
7	Rob Wilson/Richard Crozier	Mitsubishi Lancer E11	+2m 33s
8	John Caine/Andrew Sankey	Subaru Impreza	+2m 44s
9	Ian Joel/Graeme Wood	Ford Escort Cosworth	+2m 48s
10	Pat Naylor/Ian Lawrence	Mitsubishi Lancer E9	+2m 58s

Class winners: Dave Brick/Freddie Brick (Vauxhall Nova); Adrian Walk/Matt Walk (Ford Ka); Mathew Jackson/Sasha Heriot (Ford Fiesta R2T); Neil Weaver/Jamie Edwards (Vauxhall Corsa); Boyd Kershaw/Keegan Rees (Ford Escort Mk2); Mike Brown/Stephen Greenhill (BMW E36 Compact); Thompson/Link; Black/Morton; Jonathan Brace/Paul Spooner (Ford Escort RS 1600); Michael McDaid/Declan Casey (Ford Escort RS 1800); Peter Hinton/Dean Mitchell (Ford Escort).



Russ Thompson won the battle of the Mitsubishis

CLASSES



Brick was solid on his way to glory

Brick builds his home success in 1400S fight

In the drama-packed 1400S class, father-and-son pair Dave and Freddy Brick emerged as winners despite a broken driveshaft as second-placed Nigel Jenkins and Karen Jenkins-Watts struggled with their Nova. Pete Gorst/Mark Twiname finished third despite

rolling, like many others, at the finish of SS3 and Adrian and Matt Walk took another 1400C win in their Ford Ka. Early R2 class leaders Tony Simpson/Ian Bevan retired their Fiesta R2T with a broken driveshaft, while it all came together for Mathew Jackson/Sasha Heriot in the

afternoon as they took the class win ahead of Jonathan Jones/Jez Rogers. Having fun were B10 winners, Neil Weaver and Jamie Edwards, whose Vauxhall Corsa was driven at "some funny angles all day," while a flat-out start paid dividends for Boyd

Kershaw/Keegan Rees who won the B11 class ahead of Paul Thompson/Josh Davison in a similar Ford Escort. Mike Brown Jr/Stephen Greenhill took B12 honours after a good run in their BMW. Also rolling at the end of SS3 were Michael McDaid/

Declan Casey, who still won the Historic class in their patched-up Escort RS 1800, closely followed by the similar car of Richard Gough/Jonny 'Tad' Evans. Finishing third were Jonathan Brace/Paul Spooner who took the H1/2 honours in their Escort RS1600.

RALLY REPORTS

Photos: Ben Lawrence

WOODPECKER RALLY: BHRC BY PAUL LAWRENCE

SEPTEMBER 3

GREHAN WINS THE LUDLOW GRAND PRIX WITH WOODPECKER HISTORIC VICTORY



Grehan was thrilled with Woodpecker win



Rear suspension thwarted Edwards

Henri Grehan was the toast of Ludlow on Saturday when he took his first British Historic Rally Championship victory on his home event, the Woodpecker Rally.

Over fast, dry and dusty stages in Haye Park and Radnor, Grehan and Dan Petrie fought a titanic battle with the Fiat 131 of Matt Edwards and Hamish Campbell. For the best result of his rallying career so far, scoring his first BHRC win in his own backyard was an incredible achievement for Grehan.

Grehan said: “[It was] a great day. I knew what I was up against and there’s so many good drivers here. So I knew there was a lot to do. There’s going to be a big party tonight!”

With so many quick local drivers and a massive following for the event, the Woodpecker is the biggest motorsport event of the season in the Ludlow area and it was the one rally, more than any other, that Grehan wanted to win.

With the Shropshire and Welsh border stages having baked in sunshine for weeks on end, the going was hard and dusty as the crews headed out for the first run through the mighty Haye Park stage. Unused since 2019, the

twisting and dipping roller coaster stage set the tone for the day and preceded two fast stages in Radnor Forest just across the Welsh border. After service back at Ludlow racecourse crews tackled a repeat loop of stages on this slickly organised rally.

Edwards, back in competition for the first time since his accident in Donegal in June, knew that the long fast sections in Radnor would be tough for the Fiat against the Escorts and attacked from the start. A four-second lead over Grehan was his early reward but, by the time they emerged from the second Radnor stage, Grehan was two seconds up.

Over the next 14 stage miles Edwards clawed those two seconds back to make it all square heading into the final stage, which finished across the open moorland of Stanlo Tump. Sadly, the battle was taken out of his hands when the Fiat suffered a rear suspension failure and Edwards had to park it up, with nothing to show for a gritty performance.

It was an emotional result for the Grehan team. Henri had been just five years old when his father John won the Woodpecker 30 years ago, sitting alongside Richard Gough in his ex-Ari

Vatanen Ford Escort Mk2, and Gough Sr was back out on the event this year in the glorious Rothmans-liveried car.

It was Gough’s son Robert, partnered by Sam Collis, who moved into second place when Edwards stopped in the final stage to make it a Ludlow hometown 1-2 and the Shropshire flag flew proudly on Grehan’s car as the champagne sprayed at the finish.

Catching dust and a throttle problem in Radnor cost Gough a little time in the morning stages but a better second loop concluded with fastest time on the final sage to end the rally half a minute adrift of Grehan but nearly half a minute clear of Nick Elliott and Dave Price in the other Fiat 131.

Elliott knew that this would be a tough event for the Fiats, commenting that the 131 just lacked the last little bit of power to match the Escorts. That was particularly notably on the long fast straights of Radnor, which included more than a kilometre flat in top. Grehan saw 113mph as he kept it nailed.

Ben Friend and Cliff Simmons bagged fourth in their Escort Mk2 despite burning through rear tyres at a prodigious rate and had only 10s in hand over the

similar car of Will Onions and Dave Williams. Onions reckoned things got better when he woke up at lunchtime after turning a 14s deficit to Rudi Lancaster and Guy Weaver into a two-second lead in the second loop.

Simon Webster and Alun Cook bagged seventh and Webster was just delighted to finish a rally after a run of problems, while Seb Perez and Gary McElhinney were five seconds back after being one of as many as eight crews to roll over the flying finish of stage three. It was a feat once achieved by Seb’s father Steve in a Ford Focus WRC. “He never warned me,” joked Perez Jr.

In turn, Richard Jordan and James Grattan-Smith were only two seconds down on Perez.

The result puts Grehan further into the lead of the championship with two events to run and Edwards is now up against it, having had two no-scores from four rallies. If Grehan can score well in both Yorkshire and Kielder he could add the BHRC title to what has already been a memorable season at this level. But for a Ludlow driver, there’s little that will match winning the Ludlow Grand Prix...

RESULTS

Woodpecker Rally When: September 3

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Henri Grehan/Dan Petrie	Ford Escort Mk2	44m32s
2	Robert Gough/Sam Collis	Ford Escort Mk2	+30s
3	Nick Elliott/Dave Price	Fiat 131	+57s
4	Ben Friend/Cliff Simmons	Ford Escort Mk2	+1m39s
5	Will Onions/Dave Williams	Ford Escort Mk2	+1m49s
6	Rudi Lancaster/Guy Weaver	Ford Escort Mk2	+1m51s
7	Simon Webster/Alun Cook	Ford Escort Mk2	+2m02s
8	Seb Perez/Gary McElhinney	Ford Escort Mk2	+2m07s
9	Richard Jordan/James Grattan-Smith	Ford Escort Mk2	+2m09s
10	Chris Skill/Brian Hodgson	Ford Escort Mk1	+3m00s

Class winners: **C1/C2:** Rory McCann/Paul McCann (Hillman Avenger); **C3:** Josh Carr/Richard Wardle (Ford Escort Mk1); **C4/C5:** Skill/Hodgson; **D1/D2:** Malcolm Mounsey/Ron Mounsey (Talbot Sunbeam); **D3:** Neal James/Kevin Jones (Ford Escort Mk2); **G1:** Elliott/Price; **G2:** Lancaster/Weaver.



Robert Gough flew the flag for Shropshire as well...

CLASSES



Rory McCann was stand-out performer in Avenger

McCann takes his father for a wild ride for victory

In the classes there were a number of stand-out performances, none more so than that from young Rory McCann.

Partnered, as ever, by his father Paul, Rory hurled their Hillman Avenger through the forests to win Class C2

by a handsome margin. The Isle of Man crew even finished second overall in Category 2 behind the Class C5-winning Escort Mk1 BDA of Chris Skill and Brian Hodgson. “That was tough in Haye Park,” said Skill of the opening nine-mile stage.

“Brilliant: not a mark on the car,” he added. Among the Pinto-powered cars in Category 2, Josh Carr and Richard Wardle were again victorious in their Escort RS2000 but were fortunate to finish as the back axle and rear

suspension was all on the move over the final stages after a rear turret broke free in the back of the car. In Category 3, brothers Malcolm and Ron Mounsey took Class D2 in their Talbot Sunbeam, and Neil James and Kevin

Jones again topped the Pinto-engined Escort Mk2s in Class D3 with a stirring performance, despite a distinct lack of suitable rubber. They headed Mike Roberts and Ken Bowman by just 12 seconds after a busy day of competition.

BRC REPORT: CEREDIGION RALLY

IN BRIEF

Williams' upgrade

James Williams gave the Hyundai i20 N Rally2 its debut on the British Isles, stepping up from his usual i20 R5 for one event only. Driving the original test car, supplied by Hyundai Motorsport, that was trialled by the likes of Ott Tänak and Oliver Solberg, Williams was loving it: "The car is pretty awesome and I feel very lucky to be driving it. The step forward from the old one is quite evident, especially in the handling department."

Jokers in the pack

Meirion Evans in BRC1, Johnnie Mulholland in Junior BRC and Alan Carmichael in the National category all nominated Rali Ceredigion as their joker event, and had very mixed fortunes. Evans was set to score at least some extra points but retired on SS5. Mulholland did score but only collected three bonus points for third as brake issues slowed him on Saturday evening, while Carmichael claimed all five as he dominated his category.

Contrasting emotions

Andy Davies was an unfortunate retirement in his Ford Fiesta R5, bowing out of his home event on SS7 when he went off and pierced his radiator. But co-driver Michael Gilbey was at least full of wonderment about the turn-out for the opening two stages in his home-town of Aberystwyth. "I never thought I'd see this," he said. "To see people standing out on their porches it's just incredible, wow. The amount of times I've walked along here, it got a bit faster this time!"

Cave makes history

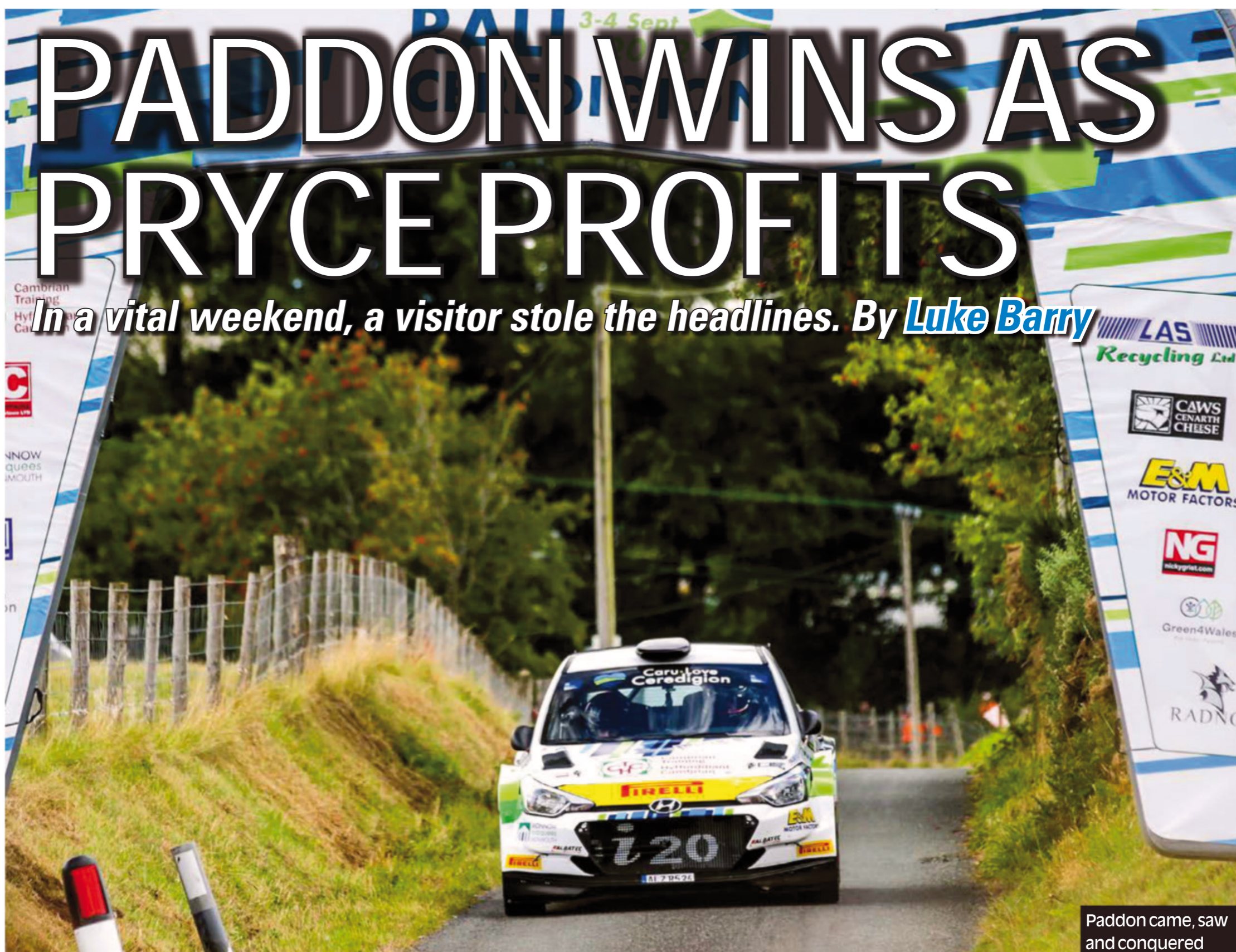
Tom Cave became the first driver to compete in a fully electric vehicle on any multi-stage venue in the UK on Rali Ceredigion, driving a Vauxhall Corsa E owned and run by Myerscough College Motorsport. He wasn't able to complete all the stages but made it through the event without mishap.

Payne's ambitious plan

Elliot Payne achieved the unthinkable on Rali Ceredigion, starting the rally just hours after finishing third on the Woodpecker Stages in the BTRDA. Using his dad Charlie's Fiesta Rally2 for gravel, Payne and co-driver Patrick Walsh hot-footed it down to Aberystwyth and jumped straight into Saturday evening's stages – the organisers moving them to 88th in the start order instead of their seeded ninth. But would he recommend it to others? "No! Not if you're changing between surfaces anyway."

Paddon's apprentice

Hayden Paddon was without his regular co-driver John Kennard, instead competing with 18-year-old Jared Hudson. It was a baptism of fire for the teenager, but he coped superbly: "It's my first time here, first international rally, first time in an R5 car and they were my first night stages as well!" Hudson said. "It's not been easy, but when Hayden's co-driver John [Kennard] couldn't make it, it wasn't an opportunity I was about to turn down."



Paddon came, saw and conquered



Pryce collected the points

Hayden Paddon controlled Rali Ceredigion to take his first UK victory as Osian Pryce scored maximum British Rally Championship points on a weekend where title rival Keith Cronin crashed out.

Two short blasts around the streets of Aberystwyth kicked off proceedings, and Paddon showed his WRC prowess with the quickest time on both runs to open up a 1.4-second lead. Cronin led the championship contenders, 1.5s up on chief rival Pryce. But it wasn't the easiest start for everyone.

"We've got a pop-off valve issue," commented Meirion Evans, making his first BRC appearance since May's Jim Clark Rally. "I just hope it behaves itself for the rest of the night." The Welshman was 4.9s off the lead after just one mile of rallying, while Garry Pearson was also in trouble as the shift light on his Ford Fiesta Rally2's dashboard had disappeared.

But as night began to fall, the real action, and inevitably drama, was reserved for the fearsome country lanes. Paddon described the closed roads as "the trickiest I've ever seen in terms of pacenotes because you can't read anything" – and so it proved.

Cronin set out his stall with a blistering time 4.4s quicker than anyone else over Glan yr Afon, but Devils Bridge had a sting in the tail. Cronin was out, rolling his Volkswagen Polo GTI R5 onto its half a mile into the stage, blocking the route.

"For us it's a two right nips over crest," said Evans' co-driver Jonathan Jackson, describing where Cronin went off. "The camber falls away and he's just gone straight off, it was like a plane crash."

Naturally, this caused a massive delay and Paddon, Evans and James Williams were all re-routed back to service and given the same time as stage winner Pryce. But despite his rival crashing out, Pryce was far from happy.

"We had no boost... a bit of a nightmare," he said. "The annoying thing is I drove like a kamikaze pilot in there [SS4] but for nothing, they're all going to get our time. I could've been in the hedge backwards." However, a new top four had quickly broken clear, as after a lengthy 1h30min wait at the start of the stage cars from car #6 Ruairi Bell onwards all started the stage, and all had problems.

Bell spun but masked his pain with humour: "We decided the best option would be to do a three-point turn, get yourself into it, that would be nice, and then spend the rest of the stage wallowing in self-pity," he said. "I made a mess of it, it was cold going in but we live and we learn."

Jason Pritchard was equally in a spin, while Pearson had an issue in the dark. "Our bumper light flung off and shone in our face for most of the stage," he rued.

It all left the visiting Paddon with a 1.8s lead over Williams who led a BRC round for the first time in his career, with Pryce 2.1s off Williams and Evans a further half-second back. Next closest Pearson was already almost 40s in arrears.



Williams turned heads on his way to third



Fourth-placed Bell was frustrated by an early spin, which delayed him

Photos: Jakob Ebrey

ASPHALT CHAMPIONSHIP



Sixth overall helped Wood to climb to the top of the table

WILLIAMS’ WIN AS WOOD GRABS LEAD

James Williams scored his second Asphalt Rally Championship victory of the season on debut with a Hyundai i20 N Rally2, edging Ruairi Bell’s Skoda Fabia R5 by 1m53.1s.

But of the full-time contenders it was Steve Wood who prospered in his Ford Fiesta WRC after a close-fought battle with the younger Rally2 Fiesta of David Henderson. Henderson held Wood to a 1.3s deficit after the two Aberystwyth street stages but Wood leapt ahead once out into the moorlands. However an overshoot at a hairpin left gave Henderson the overnight advantage, but only by a single tenth of a second.

The battle then swung back into Wood’s favour as the two battlers went opposite ways with their tyre choice for the drying opening loop on Sunday. Wood fitted slicks to his World Rally Car whereas Henderson went for wets, and Wood

made it count on the mammoth Llanfihangel test, pulling over half a minute clear of his rival.

But Henderson pulled it back over the next three, chipping away at the gap to half the deficit to 16.5s by service: “I think it was the right tyre for the first stage but I was just too cautious,” Henderson said. “I had an overshoot as well so probably lost half of my time in that. I’ve done alright on wets for the past few runs even though they’ve been bone dry! We’ll just try and close him down [Wood], he was on slicks which was definitely the right tyre for the last three and I still took time out of him.”

Wood, who joked he was “snoozing” halfway through the morning, countered: “I’m a bit disappointed in myself really, just can’t get in the groove but I need to this afternoon because David’s catching me. I need to wake up a bit now.”

And Wood seemingly did, picking up the pace to edge Henderson by 2.5s on the repeat run over the 16.78-mile Llanfihangel. But then the pressure was relinquished as Henderson retired after SS9 of 12. Wood’s result that was enough to move him ahead of the absent John Stone to the head of the championship table.

Mark Kelly was promoted to fourth at the expense of Henderson – a useful finish after two retirements on his last two starts. Kelly was unsatisfied with his pace but was aware it was a necessary evil as he continued to learn his recently acquired Skoda Fabia R5.

Neil Roskell’s title hopes took a dent when his Ford Fiesta R5 snapped a driveshaft on Sunday morning. He had been running just behind the Wood and Henderson battle after Saturday evening’s stages.

But, as far as Paddon was concerned, he wasn’t in the race: “We’re here to have fun,” he said. “We’re not fighting for a championship.” With an eye on Sunday’s forecast, Paddon added: “I don’t mind dry Tarmac, but wet Tarmac I don’t like, so we’ll see tomorrow what it’s like!”

The rain did arrive overnight but had cleared by the time crews headed out of service. The million-dollar question therefore was which tyre would work best? Softs or wets? Pryce went for what he felt was the “ballsy” choice, while Paddon opted for wets and immediately felt he had made the wrong call, even if he was quickest on the menacing 16.78-mile Llanfihangel test. Despite the different rubber, Paddon and Pryce could hardly be split; Pryce losing two seconds on SS5 but gaining 0.4s on Nant Y Moch. But Bont Goch and Pendam belonged to Paddon who stretched that 1.5s lead to 11.1s.

“No matter what tyre you were on this morning it was always going to be a compromise, there was never going to be a right choice,” Paddon admitted. “We had a couple slicks in the car so we put them on, it was a cross, but I’m loving it. Stages are challenging but we like it when it’s challenging.”

Pryce meanwhile had a championship to think about. “We’ve let Hayden off, especially in those last two,” he said, fighting the urge to win the rally with the need to bank maximum BRC points. “There was no risk at all, steady. I don’t need the rally win, I need maximum points now Keith isn’t there.”

And quite a gap had been built up behind Pryce too. Williams was now over a minute back, suffering two punctures and was on the unfavoured wet compound tyres, having to “massage the tyres like I would my partner”. Pearson meanwhile kissed a rock on SS8 and suffered a front-left puncture, ceding position to Bell, while Pritchard rolled his Polo into a field and Evans was also out. “I just got it a bit wrong,” he said. “We hit a bank and broke the steering arm.”

With positions mainly settled, the final loop of Rali Ceredigion was a calm affair. Out front, both Paddon and Pryce stuck to their scripts. Paddon to win the rally – a situation he considered a “bonus” – and Pryce to scoop the vital 25 points. In the end, Paddon’s Hyundai beat Pryce’s VW by 38.7s to deliver what was his first-ever Tarmac victory. But the biggest smile was reserved for Pryce, who knew how important his maximum points were.

“There’s a number of people that could’ve taken the win to be honest but I’m really impressed with how everything’s gone,” said Pryce. “You’ve only got to look at the calibre of the guys who haven’t made it to the end, it’s no mean feat to finish this rally with a car that’s pretty much unmarked. Over the moon.”

Despite the car feeling too soft in the afternoon, Williams banked second in BRC. Bell clung on for a second successive BRC podium with his second-successive dramatic final stage; a front-left puncture enough to deny him third.

“Look at the calibre of drivers who slipped up here...”

Osian Pryce

RESULTS

Rali Ceredigion British Rally Championship
Round 5/7 When: September 3-4 Where: Aberystwyth

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Hayden Paddon/Jared Hudson	Hyundai i20 R5	1h19m56.0s
2	Osian Pryce/Noel O’Sullivan	Volkswagen Polo GTI R5	+38.7s
3	James Williams/Dai Roberts	Hyundai i20 N Rally2	+2m04.0s
4	Ruairi Bell/Max Freeman	Skoda Fabia R5	+3m57.1s
5	Garry Pearson/Dale Furniss	Ford Fiesta Rally2	+4m05.6s
6	Steve Wood/Dale Bowen	Ford Fiesta WRC	+5m41.6s
7	Elliot Payne/Patrick Walsh	Ford Fiesta Rally2	+7m11.8s
8	Ivan Ballinari/Marco Menchini	Volkswagen Polo GTI R5	+7m31.3s
9	Mark Kelly/Neil Colman	Skoda Fabia R5	+7m36.2s
10	Alan Carmichael/Arthur Kierans	Hyundai i20 R5	+8m30.1s

BRC (after 5/7 rounds): 1 Pryce 93; 2 Cronin 86; 3 Williams 63; 4 Pearson 42; 5 Bell 38; 6 Eamonn Kelly 33; 7 Payne 32; 8 Pritchard 31; 9 Kyle White 22; 10 Andy Davies 18

BRC JUNIOR

KELLY BECOMES NEW JBRC CHAMPION

Eamonn Kelly claimed the 2022 Junior British Rally Championship title with two rounds to spare after beating Kyle White to the Rali Ceredigion win.

A win was enough for Kelly to seal the deal, but the 23-year-old had to work extremely hard for it in Wales. Things started smoothly enough as he went to bed with a small lead over rival White, but there was a big scare on Saturday morning’s opener.

“I nailed a church and bent the back axle,” Kelly said. “I was late for mass, and I just really, really wanted to get in the church! We

were having a good push, and just ran wide on the sloppy stuff.”

But White cut a familiar figure, sitting alone in his Peugeot 208 Rally4. Far from the first time this season, luck had deserted him: “We haven’t been able to use stage mode,” he said. “It’s been intermittent, but on that last one we had nothing. Out of the corners it’s a real problem and without the power you can’t slide.”

An SS10 puncture could’ve swung the battle out of Kelly’s grasp, but a confident drive allowed him to wrap up the title. Johnnie Mulholland was third.

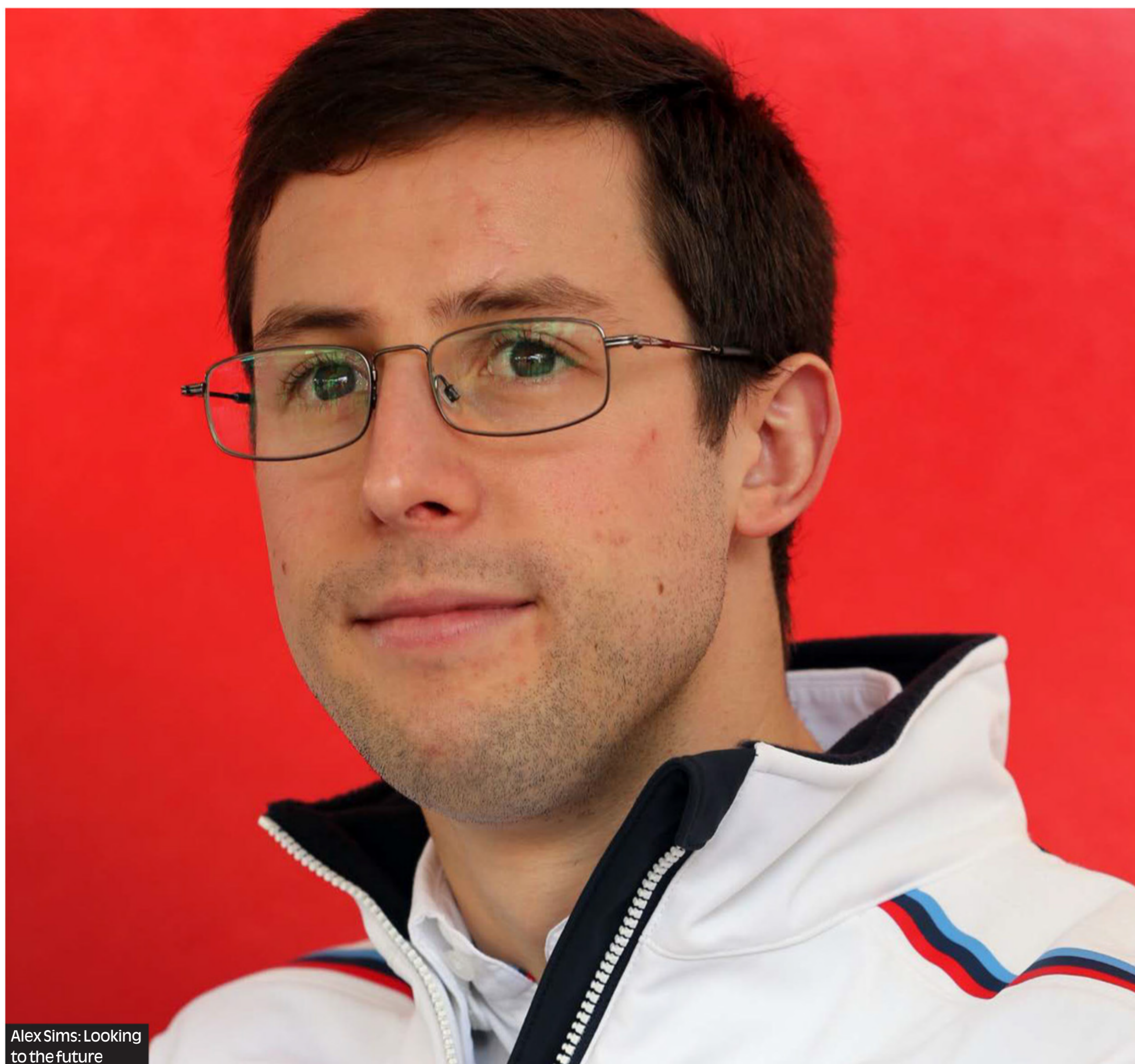


Kelly took the title glory

FEATURE

ALEXANDER SIMS: READY FOR THE NEXT CHAPTER

Matt James puts the Motorsport News readers' questions to the extremely humble Formula E battler and GT ace



Alex Sims: Looking to the future

Winning the McLaren Autosport Young Driver of the Year award in 2008 set Alex Sims

on a trajectory to the very top of motorsport. He went on to impress in the F3 Euroseries and in GP3, but the chances never quite fell his way.

The personable racer is pragmatic about the journey he has been on in his career. He knew that failing to make it to GP2 was a serious dent in his aspirations to become a grand prix driver, and so he sought to expand his repertoire into sportscar and GT racing and he was gainfully employed by BMW. He was runner-up in the British GT Championship sharing a Barwell Motorsport BMW Z4 GT3 in 2015 with Marco Attard.

There was an opportunity to join BMW in Formula E in 2018-2019 and was a race winner in his second season in the category. He went on to spend four years in the city-based race series. Now, he has chosen to call time on his Formula E career. The Londoner has decided to focus his future on his sportscar commitments with BMW and Corvette.

We caught up with him as he was preparing to test an "unspecified" race car in the USA last week, and we are intrigued about what he was up to, but nevertheless grateful for his time.

Question: Where did you first see a racing car? What sparked the interest in you?

John Charles
Via email

Alexander Sims: "I honestly had very little interest in motorsport when I was growing up. There is no connection and no history of racing in the family, really. A colleague of my father's did some go-karting. My dad thought it looked quite good fun. I think he briefly had a go and he was rather shockingly bad. So then he thought it might be an idea to get his kids involved instead..."

"My brother James had a go and then at some point I got my turn. I would have been eight or nine years old. That was literally the first time I had driven anything. At that point, I thought 'oh, this is quite cool actually...' I only started racing when I was about 10 years old

Photos: Motorsport Images



at Lydd. I was on the back foot straight away up against kids who had been doing it since they were tiny – and I have been on the back foot ever since, I guess...

“My brother was racing against a guy called Darren Burke, who was the bees’ knees back then. That’s probably my earliest motorsport memory – watching him pound around Lydd with Burke. I did two years of Super One alongside guys like Freddie Martin-Dye, people like that.”

MN: Did you just click with it straight away? Did you know this was something you wanted to do?

AS: “No, honestly I didn’t. I remember during that first year of racing I did, I have a flashback of coming home from Wigan from a Champions of the Future meeting, and it was my maiden year of competing in that. I had the conversation with my father. He asked me if I was actually enjoying it. He realised it was

pretty demoralising when you are getting beaten up all the time. He was paying for it, so he was pretty realistic about it. We’d come something like 20th in the B Final. He asked me if I wanted to keep doing it. He said ‘it’s fine. If not, we can stop’.

“I was 11 years old. And I remember saying ‘yes, yes, I do want to keep doing this.’ There was a bit of a shrug in my shoulders and I said ‘yes, this is alright’. His heart might have sunk a little bit at this point, but we cracked on. Thankfully, at that stage, my dad didn’t think that my heart wasn’t really in it and we carried on racing. By the end of the year, we came 11th in the Super One standings – we had a seeded number and we could do the next season with it. That was special.

“It all went in my favour after that, but it had been very much in the balance up to that point.”

Question: *How come you went straight into Formula Renault? There were no baby steps for you...*

Barry May
Via email

AS: “I did one Formula Vee race to get the required signature on my licence, and then yes, straight into slicks-and-wings.

“It was a little bit alien to me, having that level of downforce. The first year was pretty tough actually [with Manor Motorsport in 2007, when Sims was eighth overall]. There were very few highlights and then, in the second year, I was pretty solid.”

MN: Losing a Formula Renault title on countback in 2008: how tough was that?

AS: “Well, that was the first time I had

continued on page 22



Alexander Sims won the McLaren BRDC Young Driver of the Year award in 2008. Here he is with his mates

“Having downforce was a bit alien to me to start with”
Alexander Sims

FEATURE



Euro Series F3 was tough learning ground for Sims



Macau is Alex Sims' favourite track

"I'm more proud of myself when I look back at the results"
Alexander Sims



GP3 with Status Grand Prix nearly brought the title to Sims

got the most points in a championship and not won it, which was a bit odd! But it was what it was. The way I saw it was that we all knew the rules when we signed up to take part, and it was one of those things that could have happened – it was a plausible outcome, but it just didn't go in my favour. I had had a very good consistent year. We had no DNFs so I had to drop points whereas Adam Christodoulou, who won the title, didn't."

MN Did you take to aero cars straight away? We guess you knew no different, did you...

AS: "I remember the very first test I did was at Albacete in Spain with Manor. It just felt so strange to me how slow the cars were. When you have got used to karting, with all the proper super-sticky qualifying tyres and what have you, it was such a shock. We went to Albacete, it was proper winter testing and it was so cold. There was some temperature in the middle of the day, but that was it. I would go out in the morning and the tyres were rock hard, and I didn't realise what the fuss was all about! I thought a Formula

Renault was meant to be a fast race car. OK, the top speeds were quite strong, but the cornering felt pretty slow to start with. Then you get your head around the aero and the high-speed stuff starts to become interesting too. Then it gets impressive.

"Once I had been through the learning process with aero cars, that is what I have been used to for the whole time I have been driving."

Question: *How important was it for your career to win the McLaren Autosport BRDC Young Driver of the Year award in 2008?*

Rhys Mainwaring
Via email

AS: "Along with breaking my arm, that was one of the most defining moments of my career."

MN: Sorry: you broke you arm? How? What happened?

AS: "I broke my arm skiing in 2005. That kept me out of a kart for about eight or nine months. I am not exaggerating, but I almost lost my life up in the mountains in Switzerland. I was just



Winning in Formula E for Andetti at Diriyah was a highlight for Sims



British GT was a successful campaign

being a dick: I went off-piste and went over a jump and there was a rock face on the other side. I was flat-out and I crashed into this solid lump of stone. My mum and my brother, who I had gone out skiing with, were ahead of me, so I was up there on my own. Some dude, who I still to this day don't know, saw me and called the air ambulance. By the time my mum and brother found me, the air ambulance was already there. I still have a scar on my forehead from that.

"To be able to start racing again after that was a big moment for me. It was just at the time when I was 17 years old, I had started going out drinking with my mates, I was starting to live the life and that was a real check-back for me. It gave me a second chance at things, and I realised I needed to make the most of all the opportunities I had from that point forward. I worked out that I really had to focus my attention."

MN: And winning the McLaren Autosport BRDC Young Driver of the Year award?

AS: "Winning that, from a motorsport perspective, was huge for me. I was recognised on what felt like a world stage at that point."

MN: Did you expect to win it?

AS: "I knew I had a chance. The tests went well but it is weird, because you just don't have any information. But I guess that is just one of the wonderful things about [the award]. That's part of the reason I am now so proud to be a judge, because it is such an amazing competition. It is such a special thing in motorsport."

"It is one of the highlights of my year, being a judge for the Aston Martin Young Driver of the Year award. What is wonderful about it – and I think that I as a young driver completely glossed over this fact when I was a part of it and so I

don't expect any of the current crop to take this onboard either – is the fact that everyone there is doing it purely for the good of the sport. It is all about the good of the award, and this is something I try to emphasise to the participants. No-one is there trying to make money or exploit these young drivers. Everyone there is just giving to that award to make it happen."

"That can be from Silverstone to the teams who provide the cars, Pirelli, everyone is just there to help, which is so unusual in motorsport. Usually, there are a lot of vested interests floating around. There is always money at the root of it. The award is so rare because it is pure, and that doesn't happen often in a young driver's career. It is a wonderful feeling to see that happen every year. Full credit to Derek Warwick and all at the British Racing Drivers' Club and Autosport for pulling it off. There is so much work that goes into it with a lot of pleading and convincing to get people on board."

MN: Having been to one of the young driver tests, it soon becomes pretty clear to us how seriously everyone takes it...

AS: "We have the debrief from the engineers, we have data to study, print-outs, comparisons and we go out trackside and look with our own eyes too. There is so much we have got to look at but, equally, the stopwatch doesn't lie at the end of the day. So in that regard, it can be quite simplistic too. When the drivers make it hard and they are close together, we have a lot of information to rely upon."

Question: How hard was European Formula 3 – it was an amazingly competitive series? You were up against drivers like Jules Bianchi and Valtteri Bottas in 2009?

Nigel Greensmith
Via email
MN: At that time, it was a magnet to young talent from across the continent, wasn't it?

AS: "Yes, it probably was in my year and it was phenomenally hard. But you don't actually know at the time, do you? No-one could have predicted at that stage what Bottas would go on to do. I found it very tough mentally because Bottas beat me in virtually every single race. It was only by a relatively small margin each time, so I can now look back on it more fondly than I did at the time. I was half-a-tenth or maybe a tenth off Bottas. We have seen now that the guy is doing a pretty decent job at the time, so yes, I will have a piece of that!"

"As with most of the drivers in that series, you are looking ahead to Formula 1. When it was clear that Bottas was besting me regularly, I had to come to the realisation that I was probably not good enough for Formula 1. That becomes quite hard to take. But, now looking back on it, it definitely means more to me. The results [Sims took a win and was fourth in the points in 2009 and then repeated the feat in 2010] mean more to me now than they did at the time."

Question: How close did you come to a Formula 1 drive? Was there a chance for you?

Emma Facey
Via email
AS: "No, not really. After the Formula 3 Euro Series, I did one season in GP3 [with Status Grand Prix, when he placed sixth]. I was leading the championship at the mid-point, but then the wheels fell off the wagon to a degree over the closing part of the season for various reasons. Finishing sixth in the points was

continued on page 24



Marco Attard (left) and Sims formed a formidable team in British GT



Sims had an early chance in a sportscars with Status Grand Prix

FEATURE



Sims has decided that Le Mans will be the future for him



Sims says he simply couldn't pick between Alan Partridge, played by Steve Coogan (above), and Peep Show

a good job, but not good enough in my mind. I was smart enough to know at the time that that was the end of that one, you know?
“I guess if I had got to GP2, then I could have started to look at F1 but I never got there, so it was a distant dream for me.”

Question: What is the best piece of advice you have been given in your motor racing career?

Jason Inglis
Via email

AS: “Gosh, that is a tough question! Tony Shaw, my Formula Renault team manager at Manor Motorsport, used to say to me ‘get in, and get on’. It is a proper northern philosophy, but it is a good mantra: there is so much fluffing about in motorsport, and there is so much crap talked by so many people. Does this set-up work? Does that set-up work? Shall we do this? Shall we do that? Sometimes, you need to ignore that, get in and just rag it as hard as you can. Another one from Tony Shaw was ‘brake late and don’t crash...’ That was a good one!”

MN sets the scene: As Sims came to the end of his time in single-seaters, an opportunity opened up with BMW to contest long-distance races in a variety of its products. He had raced LMP2 sportscars for Status Grand Prix and was becoming an increasingly hot property on the sportscar scene.

Question: Tell us about your first Ecurie Ecosse BMW Z4 GT3 test at Oulton Park: Mark Lemmer said on your first lap you’d gone faster than anybody they’d ever run in the wet at Oulton before...

Graham Keilloh
Via email

AS: “I honestly don’t remember that! I

am not a stats man and I don’t look at the lap times or things like that.

“I remember a slightly funny thing that I can look back on now. I had signed with BMW to do its Nurburging programme. So I had tested the BMW Z4 GT LM car the winter before, in 2013, because that was just the car they had available.

“Then I guess Mark Lemmer at Barwell and his driver Marco Attard must have spoken to BMW and said they wanted a factory driver for that next season in 2014. They put me in touch with them as I was a young guy who might have some knowledge of the British circuits – and, frankly, I had a pretty free year ahead of me.

“I went and met up with them and they thought it would be cool to have me there as a factory driver. They said it was great because I was coming to them with all this experience. I sat there nodding, but I was secretly thinking that I hadn’t even driven the GT3 car at that point... I kept quiet and I never told them...

“I got in for that first test at Oulton Park and luckily the car felt pretty damn good to start with. I was able to produce the lap times, and the rest is history.”

Question: What is the best track you have raced at? Is it Le Mans or Macau – they’ve got to be up there!

Malcolm Munt
Via email

Question: What is the scariest track you have raced at?

Neil Fletcher
Via email

AS: “Macau and the Nordschleife are the tracks I have enjoyed the most. And the scariest? Hmm, that is a tough one to nail down. Tracks can be scary for different reasons, but perhaps the races at the Nordschleife are the most scary. It is just the racing incidents that you encounter



Formula E has been a revelation for Sims recently

there that can be a real eye-opener – every single 24-hour race, there are always moments when you crap yourself. It is one heck of a race: I love it and hate it in equal measure, really.

“There are some tracks in America that are pretty sketchy too, but I tend to enjoy those ones. But, yes, Macau as the most enjoyable and the Nordschleife as the most frightening.”

Question: What do you prefer: an internal combustion engine or electric power?

James Hilton
Via email

AS: “For road cars, I prefer electric cars just because they seem to be able to do everything I want them to do. For a race car, I am not so fussed actually. I enjoy race cars for the feeling I get through a corner and being on the limit. That is the sporting joy I get from racing, and that is the same in an electric car or something with an internal combustion engine. It makes no difference to me.”

MN sets the scene: Sims recently said

“I couldn’t understand why I was fast - or slow...”

Alexander Sims

that he was going to step down from his Formula E race deal with Mahindra after four years in the category and concentrate on his sportscar commitments with Corvette.

Question: It was a brave decision to decide to focus on GT cars for your future? What brought that about and does this mean your single-seater ambitions are over?

Sophie Good
Via email

AS: “It does mean that my single-seater days are done, I guess – I thought it was done *before* I got the Formula E drive, to be honest! The reason is, briefly, just because Formula E wasn’t making enough sense to me. I was struggling to work out how to get performance out of the car and, as a result, how to get performance out of myself in that car.

“I would drive on many weekends and realise that I wasn’t doing a brilliant job. Sometimes I would feel like I had done a good lap but I would be eight-tenths off the pace. And then sometimes I would feel like I had done a sensible lap and I would literally be as fast as anyone and I could qualify on the front row. There was no rhyme or reason to it. That was the problem in the end: it just became a bit difficult for me to understand how I could perform well in the car. I couldn’t work out why the performances were good sometimes and when they were bad, I couldn’t work out what to do to make them better.

“I just felt a bit ‘off’ in the end. Maybe that was partly down to the treaded tyre, who knows? It has some very strange characteristics – they overheat quite easily and things like that – but they are also very technical and complicated cars. For whatever reason, I just couldn’t understand too much about the performances being good or bad.”

MN: And you don’t feel that way in a GT car, clearly?

AS: “Not at all, and that was actually the crunch point for me. I was talking to a Formula E team about the Gen3 car and season nine, but I went and did the Nurburgring 24 Hours and Le Mans in the BMW and in the Corvette. They were great events for me and the driving in the GT cars just came so naturally to me. They just make sense to me: I get in and drive the things. I can get in the car, it is fast and I am competitive. It makes me feel normal again and I realise that I am not an idiot who has lost all my ability. It made me realise a few things and I had to accept that not everyone is brilliant at everything. That is just the honest truth.”

Question: What do you think of the Hypercar regulations? Is this the way forward for sportscar racing?

Mike Hills
Via email

AS: “It is great to see the number of manufacturers flocking to LMDh and Hypercar. That means it is a pretty exciting scene right now.

“There is plenty of good scope for the manufacturers to get involved. One of the key aspects is that the cars can be more identifiable to their own brand, which I think is cool. With the LMP1 cars, they were brilliant, but if you took the badges off the Porsche or the Toyota, would you really be able to tell which was which?

“With the Hypercar, you can tell the heritage more-or-less straight away. With the BMW, for example, it has got the kidney grille. You know straight away that it is a BMW. The Peugeot design is pretty damn interesting too.”

MN: It is also quite good for the driver market too...

AS: “Yes! There are lots of new programmes starting up with different

teams and manufacturers, and that is only going to increase the amount of professional drivers.”

Question: You’ve done some historic racing: how did that come about? Do you have a dream historic you’d like to race?

Paul Lawrence
Via email

AS: “It came about because Marco Attard, my old co-driver from British GT, was running that Corvette and he offered me a drive in it! Tom Ingram, who often races with Marco, was busy doing his British Touring Car Championship thing so I jumped in.

“I enjoyed it more than I thought I would, honestly, but I only got one lap before the gearbox shat itself. That was the weekend over.”

MN: Is there a car you saw in the paddock there that you were desperate to have a go in?

AS: “I have been lucky enough to do some demo runs in some of John Surtees’s old Formula 2 and Formula 1 cars, which were just phenomenal to drive. I also did a cool feature for Autosport magazine when I did a piece on Formula 3 through the ages, and I enjoyed that. And I drove an F5000 car as well, which was mega cool. There is not a specific car that I want to drive but, having said that, I am happy to drive anything... just call me!”

Question: Is it Alex or Alexander?

Alexander McCracken
Via email

AS: “I honestly don’t mind. I was Alexander growing up, but I don’t mind in the slightest.”

Question: What advice would you give a young up-and-coming racer today?

Russell Scobbie
Via email

AS: “This is tricky. What I have realised in my time, doing coaching and looking after young drivers, is that most people get to the same end result eventually. They get there in various different ways, so it is very difficult to give a broad-brush piece of advice that is relevant for everyone. Frankly, everyone has to find their own way.

“But I would say realising that you need to ‘get in and get on’, as I was told, is generally the best advice.”

Question: What do you feel are your biggest strengths? And weaknesses as a driver?

Jon Wood
Via email

AS: “I think on slicks on a damp track or drying circuit, I am always able to make a difference. But, for whatever reason, going the other way around, from dry into damp, doesn’t seem quite as easy for me... I don’t know why that should be the case.

“I would say aero corners tend to be good for me as opposed to the hairpins. Whether that is because I am brave or stupid, I don’t really know... I would say I also struggle with single-lap qualifying, that hasn’t tended to be strong for me and maybe that has been a factor in my FE career. It is not my forte and maybe that is why sportscar racing works better.”

Question: You can have Alan Partridge or Peep Show, but you can’t have both. Who’s it going to be?

Alan Hyde
Via email

AS: “I have watched both of them about 40 times. I simply wouldn’t want to give up either. That’s like asking a parent to pick their favourite child!” ■

AUTOSPORT INTERNATIONAL

12-15 JANUARY 2023 | NEC BIRMINGHAM

12-13 JANUARY 2023 TRADE | 14-15 JANUARY 2023 PUBLIC

SAVE THE DATE



12-13 JANUARY 2023
TRADE ONLY



12-15 JANUARY 2023
TRADE & PUBLIC



12-15 JANUARY 2023
TRADE & PUBLIC

EUROPE'S LARGEST MOTORSPORT EVENT IS BACK

Kick start your motorsport season
[AutosportInternational.com](https://www.AutosportInternational.com)



SPORTING SCENE REPORTS

Photos: Ben Lawrence

BRITISH HILLCLIMB CHAMPIONSHIP: PRESCOTT BY PAUL LAWRENCE

SEPTEMBER 4

MENZIES DODGES THE SHOWERS



Menzies dug deep in the second runoff

The most unpredictable day of the 2022 British Hillclimb Championship season ended with another runoff victory for Wallace Menzies.

Prescott was the setting for the penultimate event as Menzies and Alex Summers enacted the latest instalment of their season-long contest for the British crown.

Sunday's big variable was the weather as light showers played havoc with the qualification and runoff process. Yet it was all very settled during the first class runs as Scott Moran set the pace on 35.50 seconds to be fastest qualifier for the first runoff.

However, as the first runoff runs started a light drizzle began. It wasn't too much of a problem for the early runners and having qualified only ninth best, Dave Uren got the best roll of the dice and was able to win his second runoff of the season with the best of 37.09s, heading Paul Haines and Stuart Sugden.

By the time sixth-fastest qualifier David Warburton lined up, the rain was coming in more, and he struggled up the hill in 39.75s. That meant that the big guns running behind him, including Summers, Menzies and Trevor Willis were all destined to finish in the lower

end of the runoff. Due to run last, Moran decided not to risk the car. "We had the luck of the weather," said Uren. "Miracles will never cease!"

Paul Haines and Stuart Sugden took full advantage of the damp to bag second and third places as Johnathan Varley and Darren Gumbley both sealed top-five slots.

In the afternoon, it was the class runs that were impacted by the weather and those who ran early or late in the order got the drier conditions. That prompted a remarkably shuffled runoff with five 1100cc single-seater drivers joining the big guns in



Dave Uren praised the weather "miracle" which helped him to a round victory

the most varied runoff for a very long time.

Incredibly, three members of the Summers family all made it as Alex's father Richard and wife Debbie, sharing their 1100cc DJ Firehawk, both progressed to create a remarkable family record. Debbie then finished a superb seventh overall.

By the time the runoff started the rain had eased, and the track was drying fast. Trevor Willis set a personal best to set the mark at 35.61s and Moran was very close behind on 35.65s.

Last to run were Summers and Menzies, and everything rested

on the final two runs of the day. Summers was quick and fired the DJ Firestorm up the hill in 35.11s. Menzies knew what he had to do to take maximum points and fend off Summers in the title race. Sure enough, Menzies dug deep and beat Summers by just six hundredths of a second to take the runoff with a 35.05s.

Menzies summed up the day. "It's been a really odd day. In the second runoff I knew that Alex had given it full send and that there had been enough grip so I had to ignore what we'd learned from running in the damp."

Results

Round 26: 1 David Uren (3500cc Gould-NME GR55B) 37.09s; 2 Paul Haines (1300cc Gould-Suzuki GR59) 37.38s; 3 Stuart Sugden (1585cc GWR-Hayabusa Raptor) 38.05s; 4 Johnathan Varley (2000cc GWR-TKD V8 Predator) 38.32s; 5 Darren Gumbley (1600cc Force-Hayabusa TA) 38.69s; 6 David Warburton (1600cc Gould-Suzuki GR59) 39.75s; 7 Jack Cottrill (2650cc DJ-Cosworth Dallara) 40.05s; 8 Wallace Menzies (3300cc Gould-Cosworth GR59M) 41.93s; 9 Richard Spedding (1600cc GWR-Hayabusa Raptor 2) 42.40s; 10 Alex Summers (2650cc DJ-Cosworth Firestorm) 42.44s.
Round 27: 1 Menzies 35.05s; 2 Summers 35.11s; 3 Trevor Willis (3200cc OMS 28-RTE) 35.61s; 4 Scott Moran (4000cc Gould-Judd GR59J) 35.65s; 5 Uren 37.31s; 6 Sugden 37.49s; 7 Debbie Summers (1090cc DJ-Suzuki Firehawk) 39.17s; 8 David Tatham (1070cc OMS-Suzuki Homet) 39.74s; 9 Liam Cooper (1600cc Force-Hayabusa TA) 40.00s; 10 Harry Pick (1000cc OMS-Suzuki 3000M) 40.10s.
Championship positions (after 27/29 rounds): 1 Menzies 230; 2 Summers 225; 3 Moran 208; 4 Willis 160; 5 Matthew Ryder 147; 6 Uren 122; etc.

Photos: mkpics.net

NATIONAL HOT RODS: FOXHALL HEATH BY GRAHAM BROWN

AUGUST 29

McDONALD CONTINUES 'BUSINESS AS USUAL' AT FOXHALL HEATH

After Billy Wood swept up the Yarmouth final the night before, the second day of the bank holiday carried on business as usual for the regular National Hot Rod big hitters with Rob McDonald taking a dominant heat and final double at Ipswich. The World champ stamped his authority on the final by heading home the other heat winner Aaron Dew, and Carl Waller-Barrett.

After the meeting start was delayed in order to get the massive crowd into the track, it was Peter Elliott who set off at the head of the first heat, hounded by Andy Lane once he'd passed Ashley Shaw. Elliott still had a decent lead over Lane's slightly loose-looking Ginetta when he threw it all away with a big spin exiting Turn 4.

Lane probably muttered

"Cheers" behind his visor but didn't have long to enjoy his lead as Chris Lehec and others – including the charging McDonald – were hard on his heels. As Lehec dived under Lane he got tagged by Kym Weaver, the contact carrying Weaver to the front but with McDonald on his bumper. The merest chink of daylight inside Weaver was all the Scot needed to record win number one while Weaver got a whopping four-place penalty for contact elevating Dew to second spot.

Heat two gave Shaw a chance to lead the most laps he's headed since joining the class, the youngster remaining steadfastly out front until the three-lap board. His chasers were initially headed by Elliott. He was caught by Dew, who went by four laps from home, zapping past the leader a lap later. Waller-Barrett had never been far behind Dew, relegating Shaw

almost in sight of the flag, while in the battle for the remaining places Elliott spun again on the final corner, leaving Terry Hunn to just make it over the line ahead of McDonald and Weaver. Elliott still salvaged seventh despite crossing the line backwards on the infield.

Dew's pole start for the final looked promising after the pace he'd shown all afternoon, but it was never going to be easy with McDonald alongside, the outside front row berth sometimes giving a faster start at Foxhall. The World champ didn't quite manage to outdrag Dew to the first turn, but he stayed alongside and was in front by lap two.

With McDonald drawing clear, attention centred on the fight for second, where Waller-Barrett was filling Dew's mirrors, giving the second man not a moment's peace the rest of the way. Try as he

might, CW-B couldn't find a way through, the pair still tied together as they passed the chequers.

Elsewhere, Paul Wright battled past Chris Aldridge at the expense of a black cross to get home sixth but dropped two spots for contact, a similar scrap slightly further back between Perry Cooke and Billy Wood had Wood prevail though his placing ultimately suffered the same fate as Wright's.

Results

Organiser: Spedeworth **When:** August 29
Where: Foxhall International Raceway, Ipswich
Starters: 25
Heat one: 1 Rob McDonald (Vauxhall Tigra); 2 Aaron Dew (Ginetta G40R); 3 Ivan Grayson (Ford Fiesta); 4 Carl Waller-Barrett (Vauxhall Tigra); 5 Terry Hunn (Ford Fiesta); 6 Kym Weaver (Vauxhall Tigra); 7 Chris Lehec (Vauxhall Tigra); 8 Ashley Shaw (Vauxhall Tigra). **Heat two:** 1 Dew; 2 Waller-Barrett; 3 Shaw; 4 Hunn; 5 McDonald; 6 Weaver; 7 Peter Elliott (Peugeot 206cc); 8 Chris Haird (Vauxhall Tigra). **Final:** 1 McDonald; 2 Dew; 3 Waller-Barrett; 4 Hunn; 5 Haird; 6 Perry Cooke (Vauxhall Tigra); 7 Paul Wright (Vauxhall Tigra); 8 Billy Wood (Vauxhall Tigra); 9 Chris Aldridge (Vauxhall Tigra); 10 Lehec. **Provisional points:** 1 Dew 158; 2 Haird 157; 3 Aldridge 141; 4 Joey Palmer 134; 5 Cooke 129; 6 Hayden Ballard 128.



McDonald was a heat and final winner at Ipswich



The World champ hit the front early on in the final

FEATURE

TEAM BRIT:

TODAY SPA, TOMORROW LE MANS...

The all-disabled team has just taken its first British GT overall podium and has Le Mans, and much else besides, in its sights as Graham Keilloh discovers



Morgan and Trundley got class win and P3



Spa result was culmination of consistent improvement during year



First step in Team Brit's academy is trying its hand controls on sim

The most recent British GT round, held at Spa-Francorchamps in late July, had a milestone result.

The Team Brit McLaren 570S GT4 raced by Bobby Trundley and Aaron Morgan finished third in the GT4 contest and first in GT4 Pro-Am. It was the team's first British GT class win and its first overall podium, achieved in its debut British GT campaign after expanding from Britcar.

It also wasn't a result that owed to excessive attrition or similar; Trundley in his race-concluding stint held off then moved clear of none other than three-time Le Mans winner Darren Turner and, despite traction control problems, finished only 2.3 seconds behind second place.

And, as is increasingly well known, Team Brit is no ordinary racing team. It's an all-disabled squad – Trundley was diagnosed with severe autism as a child and Morgan is paraplegic following a motocross accident. And the team's aim in 2024 is to be the first British all-disabled entry at Le Mans.

"It's just been an incredible season so far," Morgan tells Motorsport News. "Going into round one everybody within the team, Bobby and I and all the mechanics, knew it's going to be a huge step up from the racing we've done previously."

"But we've shown with every round we've been to this year we're getting better and better and closer and closer to the frontrunners which culminated with [the Spa result]. I'm never going to forget that weekend am I?"

"Spa has really boosted the whole team. Maybe at the start of the season there was a

bit of nerves, but now we've also achieved our maiden win, maiden podium, there's a real belief in the team now, we've done it once so we can go out and do it again."

The team's commercial director Mike Scudamore agrees. "We always knew the standard was going to be high in British GT4, but it was exceptionally high," he notes to MN. "We're racing against the very best in the country. Which is good, if we're going to get to Le Mans we have to test ourselves against the very best, so the fact that Darren Turner's in our class and who is a Le Mans winner, there's a great yardstick."

"Every race we've done we've improved, we find ways to make the pitstops better, smoother, make sure our processes are better. We're really looking forward to what the future holds for Team Brit."

"It's been our most successful season so far. We've invested, we have a great crew here, they've progressed with the team as well. So most of the crew have been with us as we've gone through Britcar Trophy, British Endurance and then stepping up to British GT."

And the intended final step before Team Brit's planned 2024 Le Mans entry is British GT's frontrunning GT3 contest

next season.

"That's probably the natural progression for us," Scudamore explains, "it very much depends on funding. It's a big step change, we probably need about a half a million pound jump in budget to be able to achieve that because we've got to be able to acquire a car, find the budget and run the car in addition to the funding we have from the drivers."

"And what we always like to do at Team Brit is to do things properly. So if we haven't got the money to do things properly then I prefer not to do it, take a second season maybe in British GT or GT4 to be able to capitalise on the experience we've gained, get the drivers up to an even higher standard so when we are in position to make the leap to GT3 we're in the strongest possible position for us to do so."

In this ongoing pursuit of investment, racing in British GT certainly has helped the team's profile. Morgan explains: "Competing in such a prestigious championship as British GT, the viewing figures are hell of a lot higher, the number of fans that attend each race is significantly higher than Britcar is, so that's helped push the profile of the team up, now a lot more people



Scudamore is looking ahead

"People now know who Team Brit are"

Mike Scudamore

Photos: Jakob Ebrey, Ryan Cox



Trundley pulled clear of Turner



The Team Brit crew has grown together

have seen and heard of us, it's really cool. "British GT do pitlane autograph sessions, that's really helped boost the outreach of the team just by more people hearing of us. "It's been great, every fan met this year have always been incredibly positive. A lot don't realise, they see us out on the track, [say] 'oh they're doing really well', and then you come into the pits and he's in a wheelchair, in Bobby's case he's autistic, and it makes their appreciation for what we're doing on the track a hell of a lot more. I tend to try and explain to people that I meet how I drive the car and then I say next time you see me out on the track just do it in your head, try and visualise how I'm actually controlling the car, and a lot of them go 'it's way above my head', it's quite funny." Scudamore adds: "One of the biggest differences I've found when approaching customers or companies now is they know who Team Brit are, so it's not like 'Team Brit, we're a racing team but all our drivers are disabled', and that's fantastic testament to the work that goes on [at the team]." Team Brit has featured recently on Blue Peter, Channel 4 and Sky News. "It's very difficult to go out into the marketplace to get sponsorship, so being part of Team Brit certainly helps that," Scudamore continues, "people have heard of Team Brit now, they want to do the right thing, we help to position brands as leaders in disability positivity, all those things that are really important in the corporate world these days. "Brands have budgets to spend on these kind of things but there's also lots of other people with their hand out looking for them to be sponsored as well. "One of the big positives when it comes to selling this opportunity, there's nothing

else like us. We're not a charity, we make a big point about that, we don't want to be treated any differently to any other race team, we don't want to be given any special favours, we want to compete on a level playing field [with able-bodied people on track], and that goes the same from a commercial standpoint." Yet even getting to Le Mans won't be the end of matters for Team Brit. "It's not a case of stopping there," Scudamore says, "we want to be able to build a sustainable platform for disability motorsport that's also self-sustaining." With the easing of Covid restrictions Team Brit has reopened its academy. And the academy's initial step is the equivalent of a Silverstone driving experience for an able-bodied person, wherein people visit the team's base and get time on its simulator using Team Brit's specially designed hand controls, then they go out on track – the team's HQ is right next to the famous Top Gear Dunsfold circuit – in its Volkswagen Polo that has exactly the same controls. But this fun day for the participant doubles as driver scouting for the team, as via these it identifies who has the aptitude to take their racing further. And Team Brit offers a clear progression first with its BMW 118i then the BMW M240i racing in Britcar Trophy, then its Aston Martin GT4 in the British Endurance Championship, then the McLaren in British GT. As noted the team's seeking to add a couple of rungs above these too. And in line with motorsport reality, it's not only about the driving. Racing has to be paid for, often by the driver. And Team Brit helps here too. "Nothing's for free, we don't provide free racing," Scudamore says, "that's not particularly helpful for anybody, you need

to be able to earn your space in our team. "Our corporate sponsors help to subsidise the racing, provide the specialist equipment and technology for the cars, and then the drivers pay a subsidised fee to be able to take part. So part of my role is working with the drivers to train them up and give them some real-world sponsorship experience so that they can go to market and try and find those. "Quite often with the drivers it might be local companies where they live, in their vicinity or they have family connections, and I'll help them to monetise those opportunities. Because somebody might say I'd love to help, but 'love to help' might be I'll come and hold your water bottle on a race weekend or it might say I want to give you 50 grand, so it's trying to make sure that we maximise all of those opportunities for drivers, so they have the best chance of progressing. "Because if you can get a sponsor early, and they have a great time, they'll want to follow you through your career. Because let's be honest, it starts cheaper at the bottom end and gets slightly more expensive at the top, so being able to work with the drivers to build confidence so they can go to market and find those backers makes a huge difference." Morgan for one is testament to the opportunities Team Brit offers: "This year, round one was the halfway point of me being able bodied and then spending half my life in a wheelchair. So if you told me 15-and-a-half years ago when I was lying on my hospital bed in this many years' time you'll be racing a McLaren GT4 car in the biggest GT championship here in the UK I wouldn't have believed you. So then to follow that on and have the opportunity to race the GT3 car I just feel so lucky to be in this position." ■

Overend has matters in control

If you were to sum up Team Brit's two main activities, it wouldn't be a bad summary to say it provides a progression pathway for disabled racers and develops hand controls that can be used by all kinds of disabled drivers. Chris Overend is a significant figure in both. A year ago Overend's on-track motorsport experience was some laps of Castle Combe in a road car years previously. Now he leads Britcar Trophy's standings racing Team Brit's BMW M240i, and made his British Endurance Championship debut last month in the team's Aston Martin GT4. And Overend, who also achieved a wheelchair tennis world ranking, only first got in touch with Team Brit because he was interested in using its hand controls for his sim racing. He has since been active in developing the controls' design, as he found his own sim paddles weren't ideal. He told Motorsport News: "I started to mock up some shapes trying to visualise what I thought would be a good grip position. I tried about 12 different designs that I then had laser cut out of acrylic.

"It's quite brittle, so I snapped a lot of them. And then once I finalised the actual design [Britcar Trophy racer] Paul Fullick said 'I could probably 3D print you some paddles'. So suddenly I've got the same thing but much stronger out of 3D-printed acrylic. "I was like 'Paul it would be really good if we could somehow get the paddles a centimetre closer to the wheel', next thing I know Paul's gone into his CAD file and he's 3D profiled the paddles so that they had a step on them. At the top there was a bit too much flex so we came up with another design with a thicker profile, and I've been using that for pretty much the last four or five months. "It's been really useful for the team for us to have done this exploratory work, because if we're going to race in the 24-Hour of Le Mans we need to factor in things like hand fatigue. The amount of work we've done with our sim racing hand controls we've been able to feed that back to Al [Locke, Team Brit engineering director] who's then been able to apply that to the real race cars."



Overend is developing hand control paddle designs



Budding academy drivers take the team's VW Polo out on track

RACING REPORTS

Photos: Mick Walker

OULTON PARK: CSCC BY MARK PAULSON

AUGUST 29



Boot fended off
Coyne in Classic K



Kay was busy on his way to Swinging Sixties victory

KAY RIDES HIS LUCK FOR HIS FIRST SWINGING SIXTIES TRIUMPH

His own rapid pace, various incidents for other frontrunners and Sam Polley’s 30-second pitstop success penalty combined to give a delighted Connor Kay his maiden win in Swinging Sixties at Oulton Park.

Having earlier punched above his weight in one of the family MG Midgets as an additional Group 1 runner alongside the more potent Group 2 set, Kay switched to another Midget for Group 1’s own race.

From fifth on the grid, the youngster ran second to Richard Perry’s Austin-Healey Sprite after the opening skirmishes, then benefited when Midget-

mounted Ian Staines’s bid for the lead left Perry with race-ending damage.

Kay marched to victory over Polley’s Mini Marcos, which was delayed by first-corner contact with the Mini of Matthew Howell as well as his previous winners’ penalty. Left wing flapping, Staines managed third, ahead of Tim Cairns (Turner Mk2) and Chris Watkinson (Mini).

Group 2 honours went to Mark Halstead after battling back from a spin at Lodge and a slower pitstop to overcome Malcolm Johnson (Lotus Europa) and the penalty handicapped Steve Hodges (Lotus 7).

After dad Jon stepped down from driving duties after qualifying, Chris Warburton drove their Volkswagen Golf GTI Mk1 solo to a Tin Tops triumph.

Warburton built a healthy lead of around 10s before taking his pitstop. But Tom Mensley’s 22s quicker turnaround put him ahead. Warburton homed in on the Renault Clio 182, falling just 0.264s short when the chequered flag fell as the curfew approached.

But Mensley had incurred 35s of penalties for stopping outside the window and track-limits offences, handing Warburton the win. Success-handicapped

Adam Brown (Ford Fiesta ST) was another half-minute back.

Jamie Boot’s TVR Griffith commanded Classic K but, like Warburton, relied on a post-race penalty to claim victory. The lightweight V8-engined machine had the legs on a pair of Jaguar E-types, although Dave Coyne was clinging on to the leader in Robert Farrell’s example until it overheated before he could relay the owner. Mark Russell’s Jaguar cried enough on the opening tour, which left Paul Tooms’ Lotus Elan GTS as Boot’s only realistic threat.

Tooms gave Boot a fright when he emerged ahead from the

pitstops, and was still leading when red flags brought a premature halt to the race, but fell foul of a short pitstop penalty.

Oliver Smith (Modern Classics) and Matthew Lewis (Marcos Mantula, Future Classics) took the honours in their combined race. Smith saw off Dave Griffin’s similar BMW M3 E36, while Lewis benefited from the puncture-induced early demise of Mark Chilton’s howling Nissan Skyline GTR.

A messy New Millennium race went to Darren Fielding, with Stephen Berry (Mini Cooper) and James Wilson (Peugeot 206 GTI) taking the Turbo Tin Tops and Open Series sections.

RACE WINNERS		
Swinging Sixties	Modern Classics/Future Classics	New Millennium/Open Series/Turbo Tin Tops
Group 1: Connor Kay (MG Midget);	Group 2: Mark Halstead (Ginetta G4)	Chris Warburton (Volkswagen Golf GTI Mk1)
Classic K Jamie Boot (TVR Griffith)	Oliver Smith (BMW M3 E36 Evo)	Darren Fielding (BMW M3 E46 GTR)

Photos: Ollie Read

CASTLE COMBE: CRCC BY STEVE HINDLE

AUGUST 29

EVERILL AND SCRIVENS POWER TO DAVE ALLAN TROPHY VICTORY AT COMBE



Everill and Scrivens were the Dave Allan winners

After three years of trying, the mighty 6.2-litre Ginetta G55 of Chris Everill and Ben Scrivens finally earned the Dave Allan Trophy at the end of an afternoon of mixed fortunes at Castle Combe.

The bank holiday meeting had promised much, with local championships nearing their conclusions and guest appearances from the Historic Racing Drivers Club, but a horrific crash involving historic racer Charles Knill-Jones put a dark cloud over the meeting.

In the battle for Formula Ford honours, Luke Cooper stuck to Felix Fisher’s gearbox before inexplicably failing to turn at Old Paddock, where he was collected by Tom Hawkins. Cooper continued in last place, nursing damaged

suspension, but an inspired drive helped him to climb through the order until he caught the podium battle.

Crossing the line with one lap to go, second, third and fourth were mere tenths apart, then three abreast up Avon Rise where Cooper was boldly late on the brakes to emerge, and then stay, in second place.

Chris Snowdon and James Colburn conjured up a thrilling Alfa encounter. Colburn thwarted Snowdon’s early attacks before succumbing to a late move at Quarry, then driving beyond the Giulia’s normal limits to keep the gap at just three tenths at the flag.

Another Colburn – Ben – was also in top form in the restarted Jack Sears Trophy race. Alex Thistlethwayte (Mustang) and Pete Chambers (Cortina) settled into a familiar routine out front but, while these

two kept each other busy, Colburn (Mini) kept both in his sights before executing an exceptional pitstop to emerge handsomely in the lead.

Saving the best until last, the Ginetta of Everill/Scrivens Ginetta was pitched against the Porsche of father-and-son pairing of Kevin Bird and Charles Hyde-Andrews-Bird in the Dave Allan Trophy. Bird Sr held-off Everill’s repeated early challenges with a perfectly placed car but it was the work by the Ginetta crew in the pitlane that made the difference and meant the positions were reversed at the halfway stage.

Back on track, Scrivens and Hyde-Andrews-Bird traded personal bests as the clock counted down. The Porsche was, at times, within inches of a move but the Ginetta gave its all to hold on and win.

RACE WINNERS	
CCRC Saloon Championship	Adam Prebble (Vauxhall Astra)
CCRC GT Championship	Lucky Khera (Lamborghini Huracan GT3)
HRDC Jack Sears Trophy	Ben Colburn (Morris Mini Cooper S)
HRDC Classic Alfa Challenge	Chris Snowdon (Alfa Romeo Alfetta 2000 GTV)
CCRC Formula Ford Championship	Felix Fisher (Ray GR05)
HRDC Dunlop Allstars	Alex Thistlethwayte (Ford Mustang)
CCRC Dave Allan Trophy	Chris Everill/Ben Scrivens (Ginetta G55)

RACING REPORTS

Photos: Steve Jones

CROFT: HSCC BY MARCUS PYE

SEPTEMBER 3-4

FOUR OUT OF FOUR FOR LOCAL ACE HARRISON



Harrison mastered the weather in F3



Butler went from 12th to a saloons victory

Competing at his local circuit for the first time, 18-year-old Yorkshireman Samuel Harrison took dominant back-to-back 1000cc Historic Formula 3 and Historic Formula Ford wins in a Speedsport-run Chevron B15 and Merlyn Mk20.

His wins, in wet and dry weather, defined the first Historic Sports Car Club's Nostalgia weekend since 2019. The FF crown, secured with his seventh campaign victory, was Harrison's icing on the cake.

Harrison sussed the conditions each day in the F3 car, extending his unbeaten run to eight races and closing the gap to points leader Simon Armer (March 703). Armer was suppressed to third on a very slippery Saturday by Josh Sharp (Chevron B17), his first

podium. A grassy excursion at Sunny dropped Sharp to fourth behind Peter Hamilton (Tecno) on Sunday, but he screamed back onto runner-up Armer's gearbox.

Saturday's Historic FF1600 curtain-closer had Harrison leagues ahead, but Oliver Chapman (Lola T200) came from seventh to second ahead of Cormac Flanagan, who forged his Alexis Mk14 past Chris Porritt's Merlyn.

Callum Grant avoided leader Tom McArthur's spinning Hawke DL2 at Sunny to win Sunday's Classic FF opener, but unsighted Jordan Harrison (Lola T540E) hit it. Grant then entered the Historic race and finished second from the back. He walked the Classic finale as McArthur and Harrison, enjoying Hadfield Motorsport's loaned Titan Mk4, carved through to second and third.

Cliff Butler (Vauxhall Carlton) surprised himself in Saturday's gruesomely slippery 70s Roadsports/80s Production round, charging from 12th to beat championship leader Jez Clark (Lotus Elan) and Howard Payne (Europa). Payne's throttle cable snapped on Sunday's start, but Clark hustled ahead of the Butler who ceded second to Antony Ross (TVR 3000M).

Barry Sime led a Mini 1-2-3-4 in Saturday's soggy Touring Car race, then Neil Wood (Ford Anglia) repeated his Donington victory on Sunday, beating Warren Briggs (Mustang) and Sime. John Davison (Elan) aced both Historic Road Sports races, although pursuers John Shaw (Morgan +8) and Kevin Kivlochan (AC Cobra) were reversed in the dry.

Red-flagged for zero visibility, Saturday's Aurora

Trophy race was stopped again when veteran John Hayes-Harlow shunted his Ehrlich heavily. Richard Evans (March 782) was accorded victory. Rory Smith won Sunday's stanza after Evans' brakes wilted, but Graham Ridgway was an impressive second in his ex-Evans March 742, ahead of Benn Tilley (Modus M1).

Simon Jackson won his first Guards Trophy race soloing in his Lenham after grappling with Steven Nuttall's Chevron. The B8 lost its nose after a scrape into Tower before the pitstops, and Ben Tusting (in the Lenham started by dad Rob) was closing at the finish. Trevor Welsh claimed Saturday's Classic Clubmans race after poleman Adrian Holey crashed at the start, but Clive Wood dug deep to deny Welsh on a damp Sunday morning.

RACE WINNERS

Historic FF1600
Races 1 & 2: Samuel Harrison (Merlyn Mk20)

Historic F3
Races 1 & 2: Samuel Harrison (Chevron B15)

HISTORIC FF2000
Race 1: Benn Simms (Reynard SF77); Race 2: Graham Fennymore (Reynard SF81)

Classic FF1600
Races 1 & 2: Callum Grant (Merlyn Mk20A)

70s Roadsports/80s Production Challenge
Race 1: Cliff Butler (Vauxhall Carlton); Race 2: Jeremy Clark (Lotus Elan S4)

Historic Roadsports
Races 1 & 2: John Davison (Lotus Elan S1)

Historic Touring Cars
Race 1: Barry Sime (Morris Mini Cooper S); Race 2: Neil Wood (Ford Anglia 105E)

Guards Trophy
Simon Jackson (Lenham-t/c P70)

Classic Clubmans
Race 1: Trevor Welsh (Lola T492); Race 2: Clive Wood (Mallock Mk20B)



Barry Sime claimed the Historic Touring Car opener

HISTORIC FORMULA FORD 2000

Honours even for Fennymore and Simms



Simms (left) and Fennymore shared the FF2000 spoils

Historic Formula Ford 2000 title protagonists Benn Simms and Graham Fennymore won a race apiece in their Reynards at Croft, although even defending champion Fennymore questioned the 10-second jump-start penalty that denied his rival a double on Sunday.

"It looked fine to me," said Graham as Simms graciously accepted the drop to fifth that ironically matched Fennymore's Saturday finish.

Simms qualified second for race one behind Fennymore,

but when the latter dived inside Drew Cameron (Royale RP27) in the Complex on a fiendishly wet track his Taylor Made Joinery Reynard spun. "I owe Ollie Roberts a big dinner for missing me," said Fennymore who rejoined hairily before the midfield train arrived and set about regaining places from eighth.

Former GB3 racer Alex Fores – racing Graham Ridgway's Reynard and showing no ill effects from his recent Caterham shunt at Castle Combe – kept Simms focused to the chequered

flag. Cameron merited third from Ian Pearson (RP30), the recovering Fennymore and Roberts. In the thick of the 28-strong pack Malcolm Oastler drove Adrian Reynard's ex-Jeremy Rossiter SF78 and, on new wets, beat his old boss the '79 Euroseries champion's Canadian Club tribute-liveried SF79 to 14th.

Sunday afternoon's happily dry sequel was stopped after John Wilkinson's Reynard spun and smote the barrier backwards leaving the chicane. Fennymore was just ahead of Simms at the time.

Benn edged ahead before Clervaux at the restart, but there was more drama when Fores's right-front wheel departed as he accelerated towards Tower.

With only sufficient time on TSL's clocks for six laps, Simms just repelled Fennymore, only to learn of his penalty fate from the commentator.

Cameron, Lee Bankhurst – whose RP30 only just made the grid after a clutch master cylinder change – and Pearson were moved up a place, with Andrew Storer (SF79) finishing sixth.

RACING REPORTS

Photos: Mick Walker

OULTON PARK: MGCC BY GRAHAM KEILLOH SEPTEMBER 3



Burgess in Trophy won and lost one



Campbell in his dayglo MG ZR 170 won twice in the MG Cup on a busy day for him

LAST-LAP DRAMA STRIKES AMID MGCC ACTION

There was drama aplenty in MG Car Club’s Oulton Park meeting last Saturday wherein no fewer than three last-lap leaders lost victory.

Jason Burgess got back to winning ways in MG Trophy, beating the returning Ross Makar in the opening race. Burgess looked set for another win in race two after passing poleman Adam Jackson after a frenzied battle, but Burgess pulled off on the final lap with a vibration, caused by two wheel studs shearing. Jackson therefore took victory.

Burgess told Motorsport News: “I got side-by-side with [Jackson] coming on the start-finish straight

and that lasted all the way down to Shell [Oils hairpin], it was fantastic.

“Then I had a mechanical breakdown on the last half of the last lap. [But] I had a lot of fun and some good racing, and that’s what you come for.”

There was a similar tale in the Midget and Sprite Challenge, as Richard Bridge dominated. The returning Stephen Collier likely would have challenged him, but he couldn’t set a qualifying time as a rotor arm failed. He recovered to finish second in race one but brake and exhaust problems kept him out of race two.

Bridge won the opener and was repeating the trick in race two until

he stopped on the last lap with what he suspects was a broken halfshaft. Reigning champion Pippa Cow inherited first.

Champion Mark Eales was first home in the Metro opener, a task made easier when early leader and title rival Mike Williams’ car mysteriously cut out then righted itself, by which time he was at the back. Eales though at the last lost victory with a 10-second penalty for a false start that dropped him to third. Dan Willars took the win.

Eales though won the second Metro race, holding off an eager Williams throughout. The race took place on a shared grid with MG Cup after a late

timetable change.

With championship leader Richard Buckley absent with work commitments, both MG Cup races were won by Fergus Campbell in his dayglo-liveried MG ZR 170. And Campbell’s day was even more impressive as he also raced his ZR 170 in the two MG Trophy races, and thanks to the late timetable change his last two races were back to back.

The first Cockshoot Cup race was truncated by a lengthy safety car period, which left a two-lap sprint for honours. And there was still drama as Keith Egar in his Midget swept past Paul Wignall’s MG ZS 180 for first entering the

final lap, then Wignall crashed out almost immediately exiting Old Hall.

Egar doubled up in race two, this time keeping the chasing Karl Green in his ZS 180 at arm’s length.

Andrew Thompson dominated the first Morgan Challenge race, helped by that poleman Tom Andrew first had a poor start then dropped out as his gearbox was lapsing to its automatic shift setting, creating various problems.

In race two though Thompson had to give best to Roger Whiteside’s +8, which got past Thompson at half distance then pulled clear.

RACE WINNERS	
MG Metro Cup Race 1: Dan Willars (Rover Metro GTI); Race 2: Mark Eales (Rover Metro GTI)	MG Cup Races 1 & 2: Fergus Campbell (MG ZR 170)
Cockshoot Cup Races 1 & 2: Keith Egar (MG Midget)	MG Trophy Race 1: Jason Burgess (MG ZR 190); Race 2: Adam Jackson (MG ZR 190)
MG Midget & Sprite Challenge Race 1: Richard Bridge (Austin Healey Sprite MkII); Race 2: Pippa Cow (Austin Healey Sprite)	Morgan Challenge Race 1: Andrew Thompson (Morgan ARV6); Race 2: Roger Whiteside (Morgan +8)

Photos: Scott Mitchell

ANGLESEY: BARC BY PETER SCHERER SEPTEMBER 3-4



Winrow (46) claimed three victories – and the crown

WINROW WRAPS UP THE CROWN

Three more wins for Jamie Winrow made it 14 in a row and crowned him as Caterham Sigma 135 champion at Anglesey last weekend.

He led the first wet race by an ever-increasing margin from lap two, and left James McCall to successfully hold off John Hood in a race-long duel for second.

After numerous exchanges with Tom Power in race two, Winrow finally made his escape after reaching the head of a four-car train into Rocket at half distance. Power retained second from Giles Derry.

Then Winrow secured his hat-trick and the title with a lights-to-flag win over the duelling Richard Groom and Power. In the combined Sigma 150 and Sigmax races, Harry Cramer’s 150 came to the fore from Church at one-third’s distance in race one. Stephen Clark was a solid second with Sigmax winner Max Haynes third.

No-one got near Kevin Barrett’s

Sigmax in race two as he led from lights to flag. Clark was second again and topped the 150 division from Harry Senior in third.

Haynes became the third winner in the finale after a terrific battle throughout with Barrett. Both had a share of the lead, but Haynes made it stick from Rocket three laps from home, with third placed Clark topping the 150 class again.

Andrew Jordan was a double winner in the Mini Miglia races. In race one, he made an early break with Rupert Deeth, aided by Kane Astin and Ben Colburn’s duel for third.

Deeth stayed close throughout but Jordan just held on, while Astin got the better of Colburn from Rocket late on.

Deeth had the early race-two lead, with Jordan taking second from Colburn into Rocket on lap three. A lap later at Rocket, Deeth ran wide and Jordan was through and soon in the clear.

Deeth managed to retake Lewis

Selby and Colburn, for second three laps from home with Colburn hanging onto third.

Connor O’Brien emerged from a three-way battle to win the first Mini Seven race. Both Joe Thompson and Mike Jordan led too but Thompson retained a clear second, as Jordan fell back in the wet conditions.

O’Brien took charge in race two after heading Ross Billison into Rocket on lap two. But Jordan soon followed and took O’Brien’s lead into Rocket just after half distance. Billison retained a distant third.

Daire Flock had the measure of Maximus Hall and Adam Harding to win the restarted Junior Saloons opener, but in race two Harry Hickton took the spoils after a three-way fight with Harding and Hall.

Hickton managed to make a late escape to make his race-three lead decisive, leaving Flock to fight off Harding for third.

RACE WINNERS			
Caterham Graduates – Sigma 135 Races 1, 2 & 3: Jamie Winrow	Race 1: Harry Cramer; Race 2: Kevin Barrett; Race 3: Max Haynes	Mini Seven Race 1: Connor O’Brien; Race 2: Mike Jordan	Harry Hickton
Caterham Graduates – Sigma 150 & Sigmax	Mini Miglia Race 1 & 2: Andrew Jordan	Junior Saloons Race 1: Daire Flock Races 2 & 3:	CNC Heads Sports Saloons Race 1, 2 & 3: Jon Woolfitt (Spire GTR)
			Superkarts Races 1 & 2: Liam Morley (Anderson/VM); Race 3: Lee Harpham (MS Kart/ Harvey VM)

13 ISSUES FOR £13*

SAVING
75%

SUBSCRIBE NOW

- Great value
- Great content
- Don't miss out

- Motorsport News is the go-to place for opinion, reaction and results from the weekend's action. Our experts are in the service parks, pits and paddocks to bring you the very latest.
- The Reader's Question section features the big names responding directly to your queries.
- Motorsport News focuses on all that is great about British motorsport, from grassroots to the top flight.

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

SEPTEMBER 1 2022 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS

AUDI FIRMS UP PLANS TO ENTER FORMULA 1



German giant expected to tie up with Sauber for 2026 attack on the top-flight p5

Team boss Horner says Dutch ace was "in a league of his own" in Belgium

MAX PULLS OFF A MASTER STROKE WITH SPA COMEBACK VICTORY



World champ was in "a league of his own"

By Matt James

Red Bull boss Christian Horner thinks his team is back to its dominant best after Max Verstappen overcame a penalty and powered from 14th on the grid to crush the opposition in the Belgian Grand Prix at Spa last weekend.

Verstappen had qualified more than half a second faster than anyone else before he was pushed back down the grid order for taking new engine parts. He sliced through the field and went on to finish 17 seconds clear of his team-mate Sergio Perez.

Horner said: "That's one of our biggest ever team performances. I never expected Max to win that race and particularly get to the front so quickly."

"With Checo [Perez] right there as well – fastest lap and 1-2 finish – it could not have been better for us. An amazing performance, right up there with the very best that we achieved back in 2010."

Full report, page 4

THE VOICE OF BRITISH MOTORSPORT

TOURING CARS



FORD LAPS UP THRUXTON BTCC ROUNDS
Motorbase Focus goes to the front in Hampshire p18

READERS' Q&A



READERS' Q&A:
DAVID
ADDISON
Tin-top talker tackles
your questions p20



VISIT [SHOP.KELSEY.CO.UK/MTSJUL21P](https://shop.kelsey.co.uk/MTSJUL21P)

OR CALL: 01959 543 747 AND QUOTE MTSJUL21P

HOTLINES OPEN MONDAY – FRIDAY 8.30AM – 5.30PM. CALLS ARE CHARGED AT YOUR STANDARD NETWORK RATE

*Full terms and conditions can be found at shop.kelsey.co.uk/terms. Offer applies to UK subscribers only when paying by direct debit. Your subscription will start with the next available issue with your first 13 issues charged at just £13.00. Payments will continue to be taken at the low rate of £29.99 every 3 months thereafter. You can cancel your subscription at any time and no further payments will be taken. Overseas and other offers available at shop.kelsey.co.uk/MTS

WORLD RALLYCROSS

Photos: Red Bull Content Pool

WORLD RALLYCROSS CHAMPIONSHIP: RIGA, LATVIA BY HAL RIDGE SEPTEMBER 3-4



Kristoffersson played smart game



Kevin Hansen (ahead) and Timmy tried their best to prevail

KRISTOFFERSSON PLAYS CLEVER AND KEEPS UP HIS PERFECT START IN WORLD RALLYCROSS

You don’t always need to be the fastest car and driver package to win a motor race, but it certainly helps.

In the second and third rounds of the World Rallycross Championship in Latvia, Sweden Johan Kristoffersson and the Kristoffersson Motorsport squad were in fact the fastest driver and car combination, but other factors transpired to make their route to final victory in each round that bit more difficult. Nevertheless, the four-time drivers’ champion won twice and is unbeaten so far in 2022.

The opening weekend of World RX in Norway had provided a new challenge for teams and drivers as the series began its new electric era, but in Latvia, that learning intensified. There was not only a totally different circuit configuration and track surface compared to the Norwegian round, Riga also became the very first time the new machines were run in wet conditions.

But in the dry, just like in Norway, 2019 champion Timmy Hansen spun his Peugeot 208 in the pre-race shakedown on Friday afternoon, giving the Hansen squad work to do overnight to improve the driveability of its new creation, steps it made for the first race day of racing.

It was Kristoffersson who drove to the fastest time in the opening heat session of the weekend, Hansen’s younger brother Kevin then going quickest in heat two

when Kristoffersson and Timmy Hansen got embroiled in a battle in their heat race, and both finished behind Finn Niclas Gronholm in a bumper-to-bumper three-car run to the line.

Coupled with third-best time in heat one, Kevin Hansen’s clean run to the best time in heat two lifted him to the top of the ranking order. Victory for the European champion in his progression race gave Kevin Hansen first starting position choice for the semi-final, in which he fended off Kristoffersson’s team-mate Ole Christian Veiby for the race win.

In the other semi, it was the third KMS Volkswagen Polo, driven by 19-year-old Gustav Bergstrom, that made the best start to take an early lead. Kristoffersson eventually came out on top, ahead of Timmy Hansen, Bergstrom making it through to the final for the first time in his career. But, championship points are now only awarded at the end of the event in World RX’s new format and it was Kevin Hansen, starting from pole in the final, who drove into the lead at the first corner.

Kristoffersson ran second but gave up track position early in the encounter by being the first of the victory contenders to take their joker lap. The Hansen team responded on the very next tour, and, instead of using Timmy Hansen, who had moved to second, to hold a flying



Veiby took a podium in the second event

Kristoffersson back and allow team-mate Kevin to build a big enough margin to joker back into the race lead, Kevin Hansen couldn’t get in and out of the joker section quickly enough to halt Kristoffersson’s charge.

Such was the pace advantage of the Polo driver that by the end of the race, he had also caught the yet-to-joker Timmy Hansen, the leader taking his extra route on the final tour, dropping him to third. The KMS squad had used its clear pace advantage to good effect, but it was the tactical decisions too in the final that meant Kristoffersson netted a 29th career win.

Having again topped the SuperPole order on Sunday morning

Kristoffersson, despite aiming for second position in the single-lap timed run that determines the grid order for heat one, as second offered a better starting place for heat two in World RX’s new qualifying grid position matrix, was again fastest in the opening race session, which was held in wet conditions.

It dried for heat two, but that didn’t help Kevin Hansen, who was forced into the wall in the run to Turn 1 of his heat two race by Veiby. The contact and subsequent hit from an unsighted Rene Munnich broke the Peugeot’s suspension.

The younger Hansen brother was then gifted victory in the progression session when Timmy Hansen, who suffered a brake issue, ploughed into race leader Niclas Gronholm’s PWR machine, putting both out.

As rain fell intermittently throughout the day, Kevin Hansen then spun out of the lead in his semi-final and didn’t look to have made the final, until a penalty for Veiby, who was deemed to have nudged the rear of Hansen’s Peugeot into the spin, put the Swede back into the main event.

It was again the Hansen drivers who made the best starts in the second final of the weekend, Kevin leading Timmy on the opening lap, while grid-position tactics on a drying track meant Kristoffersson had chosen to start from second on the grid.

The Hansen squad tried to second-guess Kristoffersson’s tactics and suppress his ultimate pace by joking Timmy on the opening tour. But it didn’t work, Kristoffersson pushed when it mattered most to get ahead of Kevin Hansen when the pair both took their joker laps on different tours, and it was again Kristoffersson who made it to the line first – the Hansen strategy effectively gifting him the victory. Kevin Hansen again finished second, while Veiby took a second podium of the year in third.

Highlighting how difficult a weekend it had been for the Construction Equipment Dealer Team, Gronholm took the squad’s best result of fifth in the final in round three, but some way off the pace of race winner Kristoffersson.

RESULTS				
World Rallycross Championship Round 2				
P	DRIVER	CAR	TIME	
1	Johan Kristoffersson	Volkswagen Polo	4m10.054s	
2	Kevin Hansen	Peugeot 208	+2.082s	
3	Timmy Hansen	Peugeot 208	+2.748s	
4	Ole Christian Veiby	Volkswagen Polo	+3.400s	
5	Gustav Bergstrom	Volkswagen Polo	+7.403s	

World Rallycross Championship Round 3				
P	DRIVER	CAR	TIME	
1	Johan Kristoffersson	Volkswagen Polo	4m19.030s	
2	Kevin Hansen	Peugeot 208	+0.285s	
3	Ole Christian Veiby	Volkswagen Polo	+1.657s	
4	Timmy Hansen	Peugeot 208	+2.139s	
5	Niclas Gronholm	PWR	+2.567s	

Classes:

RX2e: Patrick O'Donovan (RX2e); **Euro RX1:** Sondre Evjen (Audi S1)

O'Donovan pulls off an audacious move for maiden win

British Rallycross Championship leader Patrick O'Donovan used momentum from dominating a double-header weekend at Pembrey in South Wales to deliver a mature performance throughout the third round of the single-make RX2e series in Riga.

He then produced a stunning drive in the final to claim a maiden international career

win. O'Donovan played it safe through the heats in Latvia, staying out of trouble while Swede Isak Sjoqvist delivered a consistent and fast performance to top the order all the way to the final.

Having driven to a race win in the wet conditions of heat three, O'Donovan won his races in the progression session and the semi-final, and chose second on the

grid for the final, with Sjoqvist on the outside in third.

O'Donovan then made the best start to run inside Sjoqvist into Turn 1, before checking up early and cutting to the inside in Turn 2, before pulling off an audacious move around the outside of Turn 4, holding a sideways moment to move into the lead.

Thereafter, O'Donovan covered off those

behind by taking his joker a lap later than Sjoqvist and held the advantage, defending the position to the end to take an emotional win.

In the Euro RX1 series, Sondre Evjen made the best start in a rain-hit final to lead throughout, fending off the close attentions of Anton Marklund to secure a career first victory.



O'Donovan powered to win

WHAT'S ON

YOUTUBE REVIEW

Alex Sims, our esteemed readers' Q&A guest this week, has an eclectic motorsport CV. Yet he has stated that endurance racing is his true home. Sims took his long-awaited victory in the Nurburgring 24 Hours in 2020, to go with his round-the-clock Spa

victory from 2016. His Nurburgring triumph was no ordinary one, as it had considerable challenges even over and above those the Nordschleife habitually offers, in treacherous rain and thick fog that even resulted in a race stoppage. And then as all started up

again there was a thrilling fight for victory between Sims' Rowe Racing BMW that he shared with Nicky Catsburg and Nick Yelloly, and the Audi of Mirko Bortolotti, Christopher Haase and Markus Winkelhock. The ever-changing weather gave all sorts of

strategic conundrums. There are six minutes of race highlights on YouTube at: youtube.com/watch?v=GYMzH4mmRXy, though if you're really committed there's 17 hours of coverage at: youtube.com/watch?v=JhXIJRc14al.

Graham Keilloh



Sims conquered Nurburgring

TV GUIDE



Monza will play host to Formula 1 again

Channel 4's qualifying highlights for this weekend's Italian Grand Prix are on Saturday at 1830hrs-2000hrs and its race highlights are on Sunday at 1830hrs-2100hrs. Sky Sports F1 meanwhile starts its Monza coverage today (Thursday) with the drivers' press conference shown live at 1400hrs-1500hrs, and tomorrow there's The F1 Show weekend preview first on at 1810hrs-1910hrs. As for Ted Kravitz's Notebooks, his qualifying review is

on Saturday at 1800hrs-1830hrs and his race review is on at 1700hrs-1730hrs on Sunday. You can also watch on BT Sport the highlights of each day from this weekend's World Rally Championship Acropolis Rally. Friday's best is on BT Sport 3 that day at 2200hrs-2230hrs, Saturday's best is on BT Sport 3 that day at 2000hrs-2030hrs, while highlights of the final day are on BT Sport 2 on Sunday at 1900hrs-1930hrs. As ever all of the stages are shown live on BT Sport's red button.

LIVE TV

FORMULA 1 ITALY Practice 1: Friday, 1230hrs-1425hrs, Sky Sports F1 Practice 2: Friday, 1545hrs-1725hrs, Sky Sports F1 Practice 3: Saturday, 1145hrs-1310hrs, Sky Sports F1 Qualifying: Saturday, 1400hrs-1655hrs, Sky Sports F1; 1500hrs-1600hrs, Sky Sports Main Event Race: Sunday, 1230hrs-1700hrs (start time 1400hrs), Sky Sports F1	FIA F3 MONZA Practice: Friday, 0815hrs-0900hrs, Sky Sports F1 Qualifying: Friday, 1425hrs-1505hrs, Sky Sports F1 Sprint race: Saturday, 0930hrs-1025hrs, Sky Sports F1 Feature race: Sunday, 0730hrs-0830hrs, Sky Sports F1	Practice 2: Saturday, 1830hrs-1930hrs, Sky Sports Mix Qualifying: Saturday, 2200hrs-2315hrs, Sky Sports F1 Race: Sunday, 2000hrs-2300hrs, Sky Sports F1	FIA WEC FUJI Race: Sunday, 0230hrs-0940hrs, Eurosport 1	DTM SPA Qualifying 1: Saturday, 0900hrs-0930hrs, BT Sport 4 Race 1: Saturday, 1215hrs-1400hrs, BT Sport 4	WRC ACROPOLIS RALLY SS10: Saturday, 0900hrs-1000hrs, BT Sport 4 SS13: Saturday, 1500hrs-1600hrs, BT Sport 4 SS14: Sunday, 0700hrs-0800hrs, BT Sport 4	INDYCAR LAGUNA SECA Practice 1: Friday, 2230hrs-2330hrs, Sky Sports F1
PORSCHE SUPERCUP MONZA Race: Sunday, 1040hrs-1145hrs, Sky Sports F1; 1050hrs-1125hrs, Eurosport 1	DTM TROPHY SPA Race 1: Saturday, 1400hrs-1500hrs, BT Sport 4	NASCAR KANSAS Cup race: Sunday, 1930hrs-0000hrs, Premier Sports 2 Trucks race: Saturday, 0000hrs-0300hrs, Premier Sports 2				

WHAT'S ON

RALLYING FRIDAY-SATURDAY
■ **Promenade Stages (New Brighton)** Wallasey Motor Club (spectators admitted) wallaseymc.com

SATURDAY
■ **Armstrong Galloway Hills Rally** Solway, Machars and East Ayrshire Car Clubs (spectators admitted) gallowayhillsrally.co.uk

SATURDAY-SUNDAY
■ **Wexford Stages Rally (Ireland)** Wexford Motor Club (spectators admitted) Wexfordmotorclub.ie

SUNDAY
■ **Vale of York Stages (Melbourne)** Lindholme Motor Sports Club (no spectators) voysr.co.uk

RACING SATURDAY
■ **Silverstone National, Northants** MSVR meeting: BVC8, Equipe Libre,

Production BMW/Z Cars, Equipe Pre '63/50s Sports, Equipe GTS Starts racing from 1130hrs (qualifying from 0900hrs) Admission £16 Web silverstone.co.uk Tickets online only
■ **Oulton Park International, Cheshire** MSVR meeting: EnduroKa, Turismo X Starts racing from 1045hrs (qualifying from 0830hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

SATURDAY-SUNDAY
■ **Brands Hatch GP, Kent** British GT meeting: British GT, GB3, GB4, Ginettas GT5, Ginetta Academy, Porsche Sprint Starts Saturday, racing from 1445hrs (qualifying from 0900hrs) Sunday, racing from 1025hrs (qualifying from 1000hrs) Admission adult £22, under 13 free Web msv.com Contact 0344 225 4422
■ **Donington Park National, Leics** CSCC meeting: Sports

Racing and V8s, Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, Special Saloon and Modsports, Classic K, New Millennium, Open Series, Turbo Tin Tops, Slicks Series Starts Saturday, racing from 1345hrs (qualifying from 0915hrs) Sunday, racing from 1235hrs (qualifying from 0915hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422
■ **Anglesey, North Wales** 750MC meeting: Welsh Sports/Saloons, Club Enduro, BMW Car Club, F1000, Ma7da, Roadsports, Bike Sports, Hot Hatch, CALM All Porsche Starts: Saturday, racing from tba (qualifying from 0900hrs) Sunday, racing from tba (qualifying from 0900hrs) Admission £15 Web angleseycircuit.com

Details correct at time of going to press

WE NEED YOU!
GET INVOLVED WITH MN

EMAIL
matt.james@kelsey.co.uk

TWITTER
Updates: @MNMotorsport

FACEBOOK & INSTAGRAM
Search for 'Motorsport News'

DIGITAL ISSUE
See motorsport-news.co.uk

WRITE TO US
Motorsport News
Kelsey Media
The Granary, Downs Court, Yalding Hill, Yalding, Maidstone Kent ME18 6AL

Photographs must be of a good quality and please send no more than three images



Justin Ward went racing into the night at Snetterton recently



VSCC Mallory fun, by Peter Atkins



David Harbey's Classic F1 picture



A Type R in trouble, by Gary Hill



Graham Lomax's Harewood shot

NEXT EDITION

READERS Q&A: GT ACE



Joe Osborne Sportscar man tackles the posers



Will Max go on the rampage again?

All the action from the Italian Grand Prix

ALL THE LATEST NEWS, FEATURES AND OPINION FROM THE MOTORSPORT WORLD

THE VOICE OF BRITISH MOTORSPORT



motorsport-news.co.uk

Motorsport News
Kelsey Media
The Granary, Downs Court, Yalding Hill, Yalding, Maidstone Kent ME18 6AL

EDITORIAL
Editor: Matt James
Tel: 07884 117139
Email: Matt.James@kelsey.co.uk

Deputy Editor: Graham Keilloh
Tel: 07973 829291
Email: Graham.Keilloh@kelsey.co.uk

Art Editor: Mike Stokoe
Tel: 07957 282340
Email: mikestokoe@gmail.com

Contributors
Historics Editor: Paul Lawrence
Rallycross Editor: Hal Ridge
Columnist at large: David Addison
Columnist and track tester: Andrew Jordan
Technical Editor: Carl Faux

ADVERTISING
Director: David Lerpiniere
Tel: 01732 445326
Email: david@talkmediasales.co.uk

Sales Director: Russell Bedford
Tel: 01732 445328
Email: russell.bedford@talkmediasales.co.uk

Ad Manager: Natalie Harman
Tel: 01732 446757
Email: natalie.harman@talkmediasales.co.uk

PRODUCTION
Advert Production Manager: Matt Ryan
Tel: 01732 445755
Email: Production@talkmediasales.co.uk

MANAGEMENT
Chief Executive: Steve Wright
Chief Operating Officer: Phil Weeden
Publisher: Gareth Beesley
Finance Director: Joyce Parker-Sarioglu
HR & Operations Manager: Charlotte Whittaker
Retail Director: Steve Brown
Audience Development Manager: Andy Cotton
Senior Print Production Manager: Nicola Pollard
Print Production Manager: Georgina Harris
Print Production Controller: Kelly Orriss

SUBSCRIPTIONS
UK subscription and back issue orderline: 0845 241 5159
Overseas subscription orderline: 0044 (0) 1959 543 747
Toll free USA subscription orderline: 1-888-777-0275
UK customer service team: 01959 543 747
Customer service email address: subs@kelsey.co.uk
Customer service and subscription postal address: Motorsport News Customer Service Team Kelsey Publishing Ltd Kelsey Media, The Granary, Downs Court Yalding Hill, Yalding, Maidstone Kent ME18 6AL

DISTRIBUTION
Distribution in Great Britain MarketForce UK Limited, 121-141 Westbourne Terrace, London W2 6JR Tel: 0330 390 6555

Distribution in Northern Ireland and the Republic of Ireland Newspress Tel: +353 23 886 3850

Kelsey Media 2022 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit https://www.kelsey.co.uk/privacy-policy/. If at any point you have any queries regarding Kelsey's data policy you can email our Data Protection Officer at dpo@kelsey.co.uk.



www.kelsey.co.uk

Book your advert before 3pm Wednesday to see it in the next issue



Classified



Telephone: 01732 445 328 Email: Russell@talkmediasales.co.uk

Motorsport News Classified offers a fantastic opportunity to advertise to a uniquely motorsport based audience. Advertising with us puts your advert right in front of a very hands on and involved motorsport market.

Brand New Private Seller Rates
Lineage:
25 words = £25 (£30 inc vat)
25 words + Picture = £35 (£42 inc vat)
Extra 10 words = £5 (£6 inc vat)
Full Colour 4x1 Box Advert
£50 (£60 inc vat)
£10 per extra column cm (£12 inc vat)
Private seller Offer
25% off when you book for 4 weeks

If you wish to advertise in the Motorsport News Classified please **call 01732 445328** or **email** Russell@talkmediasales.co.uk
Deadline: Wednesday at 3pm (subject to change on Bank Holiday weeks)
Payment: Cheques and postal orders should be made payable to Kelsey Media

Address for advertising
Motorsport News Advertising
Talkmediasales
Ground & 1st Floor Littleheath
St Mary's Rd
Swanley
BR8 7FN

Important
The publishers reserve the right to refuse advertisements and do not accept liability for clerical or printers errors.
Terms for approved accounts strictly net within 30 days. The advertiser's name and address must accompany all advertisements, whether for publication or not.
Any advertisement received too late for publication and any advertisement received too late for inclusion in the current issue will automatically be inserted in the next available issue.

If you are a trade advertiser this must be indicated in your advertisement. Advertisers are also reminded that they are responsible for complying with legal requirements currently in force.
Six weeks notice prior to issue date required for cancellation of any advertisement. All Verbal confirmation taken on the phone is binding.
Cancellation and refunds not guaranteed. Terms of acceptance of advertising are available on request.

MARKETPLACE



INSURANCE



- POLICIES FOR**
- ✓ COMPETITION CARS
 - ✓ RALLY & RACE CARS
 - ✓ SERVICE VEHICLES

PHONE: 0161 440 7590
quote form on rallycar-insurance.co.uk
Authorised and regulated by the Financial Services Authority

ADVERTISING DOESN'T COST, IT PAYS!

russell@talkmediasales.co.uk



PUMPS FOR PROFESSIONALS

Made in the USA
BUY GENUINE PRODUCT
Quality ~ Reliability

GLENCOE
UK Distributor
www.glencoeld.co.uk



from **£38.67**
POSI - FLOW PUMPS

- EFFICIENT
- QUIET OPERATION
- CORROSION RESISTANT
- 6,000 HRS LIFE CYCLE



from **£52.66**
CUBE PUMP KITS

- FUEL PUMP
- FUEL UNION
- FILTER UNION
- SOFT MOUNT KIT

from **£40.61**
'CUBE' PUMP

- COMPACT
- MOISTURE PROTECTION
- 6,000 HRS LIFE CYCLE
- 0.3mtr SUCTION HEIGHT
- 100HRS SALT SPRAY TEST



from **£81.40**
CYLINDRICAL PUMPS

- SOLID STATE ELECTRICS
- ROBUST DESIGN
- CLEANABLE FILTER
- ELECTRICAL SUPPRESSION

from **£90.78**
CYLINDRICAL PUMP KITS

- 1mtr SUCTION HEIGHT
- 2 BRASS 90 DEG. UNIONS
- 1 RUBBER MOUNTING KIT
- REPLACEMENT FILTER

PRICES EXCLUDE VAT @ 20% **Tel: +44 (0)1784 493 555** **Email: sales@glencoeld.co.uk**

MARKETPLACE

www.compbrake.com
CompBrake-Motorsport
Designers in Motorsport

THE UK'S LARGEST SUPPLIER OF TANKS & TANK ACCESSORIES

FUEL TANK 18 GALLON
[H300mm x W300mm x L900mm]



£229.99
PROJECT

CMB-FT-018G
1 X FILLER CAP, COMPLETE WITH
SENDER & STRAPS [BAFFLED]

FUEL TANK 17 GALLON
[H200mm x W300mm x L900mm]



£239.99
PROJECT

CMB-FT017-BLK
1 X FILLER NECK, SCREW CAP &
SIGHT GAUGE [BLK ANODISED]

FUEL TANK 18 GALLON
[H300mm x W300mm x L900mm]



£219.99
PROJECT

CMB-FT018-TW
2 X FILLER NECKS
+ STRAPS [FOAM FILLED]

FUEL TANK FLAT 12 GALLON
[H100mm x W200mm x L800mm]



£199.99
PROJECT

CMB-FT012
1 X CENTRAL MOUNTED
FILLER NECK [BAFFLED]
SIGHT TUBE & MOUNTING BRACKETS

FUEL TANK BOOT-FILL 11 GALLON
[H250mm x W330mm x L350mm]



£199.99
PROJECT

CMB-FT011
1 X REAR MOUNTED FAR SIDE
FILLER NECK [BAFFLED]

TANK SHOP

[LENGTH]

RALLY SPEC.

DESIGN YOUR TANK?

[HEIGHT]

Please add any
fittings or
accessories you
need to your
drawing

[WIDTH]

3MM
Aluminium for
Strength &
Safety

Available in original
silver or powder
coated black
to order £20

**WE CAN
MANUFACTURE
ONSITE ANY SHAPE,
SIZE & CAPACITY OF
TANK YOU NEED!**

AUSTIN 7 NIPPY
£334.99



SAAB 900
£399.99



LOTUS 7
£334.99



Compbrake presents its eagerly anticipated classic car tank range
Compbrake offers a complete design and manufacturing service to classic, vintage and
custom car restorers. We are able to reproduce petrol tanks to customer specifications,
drawings, photos and patterns. We can manufacture petrol tanks from steel, stainless steel
and aluminium for a range of vehicles including generators, boats, cars and bikes.

FORD FIESTA MK1
£329.99



FORD ESCORT COSWORTH MK5/6
£499.99



REPLACEMENT FUEL TANKS



FOR CLASSIC CARS

Tanks come
complete
with Sender
Unit or Sight
Gauge.

email:sales@compbrake.com
tel: +44 (0)1744 895 888



Automotive Gaskets & Seals



Cometic is a leading worldwide
supplier of gaskets and engine seal
solutions for the auto performance,
power sports, original equipment and
re-manufactured engine industries.
If you can't find the gasket you're
looking for please get in touch and
we will endeavour to find it for you.

www.cometicgaskets.co.uk
Tel: 01638 779 119
info@cometicgaskets.co.uk

AUTOMOTIVE EVENTS

FOR SALE

Miscellaneous equipment.
Self standing pit bay numbers,
drive booking system, signage, crash helmets etc.
All in excellent condition.

Tel: 07976 433015



Full range of engine components for:
LOTUS FORD TWIN-CAM
LOTUS 900-SERIES
VAUXHALL XE
VAUXHALL ECOTEC
ROVER K-SERIES
Call or buy online!
QEDMOTORSPORT.CO.UK
01509 412 317

THE VOICE OF BRITISH MOTORSPORT



**TO
ADVERTISE
CALL**

01732 445328

Rebuild Time?...

**Fast and Reliable Delivery of
Forged Pistons and Conrods**



CARRILLO
The Choice Connection

Have the pistons you need, not
a compromise

CALL: (0)1462 684300
sales@cambridgemotorsport.com

**Cambridge
Motorsport Parts**
Unit 5 Lacre Way, Letchworth, Herts, SG6 1NR. www.cambridgemotorsport.com

MOTORFREE ADS

TO ADVERTISE VISIT

WWW.MOTORFREEADS.CO.UK



CURRENT LISTINGS



ASTON MARTIN V8 VANTAGE



£52,995. Here we have for sale on behalf of a customer a Superb 2013 Aston Martin V8 Vantage in Skyfall Silver with contrasting Chancellor Red Interior. The V5 shows 3 previous owners and the owners handbook shows that the first owner was Aston Martin themselves from March 13 to November 13. Please call 01875 820527, Scotland. (T)
115599

AUTO-UNION



£7,750. Rare 'Auto-Union 1000', from 1964. Owned last 6 years, but laid up in garage since Covid. Running but needs some restoration. H/C Rally motor. Please call 07720380866, East of England.
115609

BMW 2002



1974, £10,500. 1974 BMW 2002 left hand drive in Polaris Silver. MOT until 2023. Bonnet needs attention, otherwise car is sound. Interior very good condition, new rear exhaust, tyres good. £10500 Tel 01989 563966. Please call 01989 563966, South West.
115451

FORD ESCORT



1972, £34,950. Mk1 Escort Cosworth Turbo, Mass engineering built GPA engine, roll cage, Bilsteins, Mini Atlas LSD axle. Loads of quality expensive bits, all steel bubble arches, priced to sell. Please call 07989589624, East Midlands.
115749

FORD ESCORT



1975, £30,000. 1975 Ford Escort Mk1 RS200.
- HPE 2.1L Pinto Engine (186bhp), Accralite pistons, forged con rods, Big valve race head, Piper 300 cam, HPE bolt in core plugs, HPE toothed belt kit, Alloys RS sump, Tony Law exhaust manifold, GENUINE Ford group 1 downdraught inlet manifold(Very rare!), Twin 48 IDF carbs, Front coil overs conversion, Please call 01963364432, South West.
115056

FORD FIESTA



1981, 1000 miles, £18,000. Fiesta Mk1. GP2 Recreation Monte Carlo Rally Car. This has been a very long term project creating a Fiesta Mk1 GP2 Monte Carlo replica using a Ford 2.0 Zetec engine on Motorcylcle carburettors. Would suit Rally demonstration events / car shows, however could easily be Log booked for competition use. Images do not do the car justice at all. The car currently does not have an MOT, the car will also require shaking down and suspension setting up, also suggest carburettor set up by and experienced bike carb tuner, this is a condition of the sale! All parts are either new or re manufactured. Looks stunning with the works arches and fresh frozen white paint. Please call 07769651920, North West.
115232

GILBERN INVADER



1972, £2,995. 3 litre NR3 L-Reg, British racing green, Cortina Chassis, Fibreglass no rusted, dry stored since 2000. Please call 07754688636, South West.
115937

INNOCENTI MINI DE TOMASO



1978, £9,750. Very rare, rust free example of this appreciating classic, imported from Genoa in 2017, LHD, matching numbers, no replacement panels, metallic black with gold striping. Please call 07306 806736, South East.
116022

2600



1984, £5,995. a-reg, lots of history, handbooks, mot. stunning. Please call 07895 675851, South West.
115940

JAGUAR F-TYPE



2017, 11000 miles, £46,995. Engine and MPG. CO2 emissions: 234g/km. Please call 01442 833311, South East.
114879



TO ADVERTISE VISIT:
WWW.MOTORFREEADS.CO.UK

OR EMAIL:
CARS@KELSEYCLASSIFIEDS.CO.UK

WEB DIRECTORY

ACCOUNTANCY

garry@goosetaxation.com

0800 772 0956

www.goosetaxation.com



Goose
Taxation

COMMUNICATIONS

Pit to Car
Radio & GSM
solutions

0044(0)1508 528837

www.raceradio.co.uk

Autotel
Digital Race
Radio

ELECTRONICS

Vehicle
Wiring
Products

0115 930 5454
www.vehicleproducts.co.uk

ENGINES



Craig Beck Racing Ltd
T: 07876 221 932
E: craig@craigbeckracing.co.uk
www.craigbeckracing.co.uk



www.cometicgaskets.co.uk
Tel: 01638 779 119
info@cometicgaskets.co.uk

ENGINES

GroupBmotorsport.com

Builder Street, Llandudno. LL30 1DR
sales@groupbmotorsport.com

01492 339574

TRACK
DAYCLASSIC
MOTORSPORTMODERN
MOTORSPORT

AUTHORISED
REPAIR CENTRE

EXHAUSTS

SIMPSON
Race Exhausts

The Stainless Steel Rally Exhaust Specialists ...



Follow Us
twitter.com/SimpsonExhausts



Like Us
facebook.com/SimpsonRaceExhausts

01753 532 222 // www.SimpsonRaceExhausts.com

GEARBOXES



Rally & Race Gearboxes,
GearKits, LSD's and Driveshafts

T: 01782 280 136 F: 01782 269 913

E: sales@eliteracingtransmissions.com

visit: EliteRacingTransmissions.com

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES

Gearboxes and Axles for Road // Race // Rally // & more
Telephone: 01582 840 008 Fax: 01582 840 007

INSURANCE

TRACK DAY INSURANCE

Buy online in minutes - trackday-reis.co.uk

*Conditions apply

0115 965 1020 / www.reis.co.uk / talk2us@reis.co.uk

*Track Day Insurance Policy Conditions: Cover is provided for damage received on track only. Cover is not available for Nurburgring/Nordschleife. All conditions and benefits are subject to eligibility and underwriting criteria.
Reis Motorsport Insurance is a trading name of Insurance Factory Limited. Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority (No. 306164). Registered Office: 45 Westerham Road, Sevenoaks, Kent TN13 2OB.

OILS & LUBRICANTS



witham
Motorsport
OILS

www.withammotorsport.co.uk

RACE & RALLY PARTS

BURTON
The POWER to Perform

020 8518 9136

www.burtonpower.com

RACE & RALLY PARTS



Tel: 00 44 (0) 1462 684300

www.cambridgemotorsport.com

RACE & RALLY PARTS

CompBrake
Designers in Motorsport

www.compbrake.com

+44(0) 1744 895 888

Please visit our website for a free catalogue

RACE & RALLY PARTS

orranje orranje.co.uk

MINI Performance Parts, MINI Tuning & MINI Styling Products,
for MINI Enthusiasts by MINI Enthusiasts.



@OrranjeP



#orranje



@OrranjeP



/OrranjePerformance

RACE & RALLY PARTS

Rally Design

www.rallydesign.co.uk

01227 792 792

DRY SUMP

PAC
OIL PUMPS & DRY SUMP SYSTEMS
www.pacepumps.co.uk

TRAILERS & TRANSPORTERS


www.WOODFORDTRAILERS.com
Tel: +44(0)1327 263384
sales@woodfordtrailers.com

WHEELS

The Strength of Experience **speedline**
 Tel: +44 (0) 1952 582 825 
e-mail: info@speedlinecorse.co.uk | website: www.speedlinecorse.net

THE VOICE OF BRITISH MOTORSPORT

**MOTORSPORT
NEWS**

THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:

Russell Bedford

Account Director

T: +44 (0) 1732 445 328

E: Russell@talkmediasales.co.uk

Gracie Standen

Production Executive

T: +44 (0) 1732 445 300

E: Gracie.Standen@talkmediasales.co.uk

**TO ADVERTISE YOUR PRODUCTS AND SERVICES
IN OUR NEXT ISSUE PLEASE CALL RUSSELL BEDFORD
01732 445328**

WHATCAR?

**CAR OF
THE YEAR
AWARDS
2022**

Best small electric car
CUPRA Born



THE IMPULSE OF A NEW GENERATION

CUPRA BORN
100% ELECTRIC

New generations challenge the status quo by following their impulse. Just like the new 100% electric CUPRA Born, with a sporty design and cutting-edge technology. So unexpected it could only start with an impulse. So brave it could only mean the start of a new era.

Official fuel consumption for the CUPRA Born mpg (litres/100km) combined: N/A. Combined CO₂ emissions: 0g/km. Zero emissions while driving. The CUPRA Born is a battery electric vehicle requiring mains electricity for charging.


CUPRA